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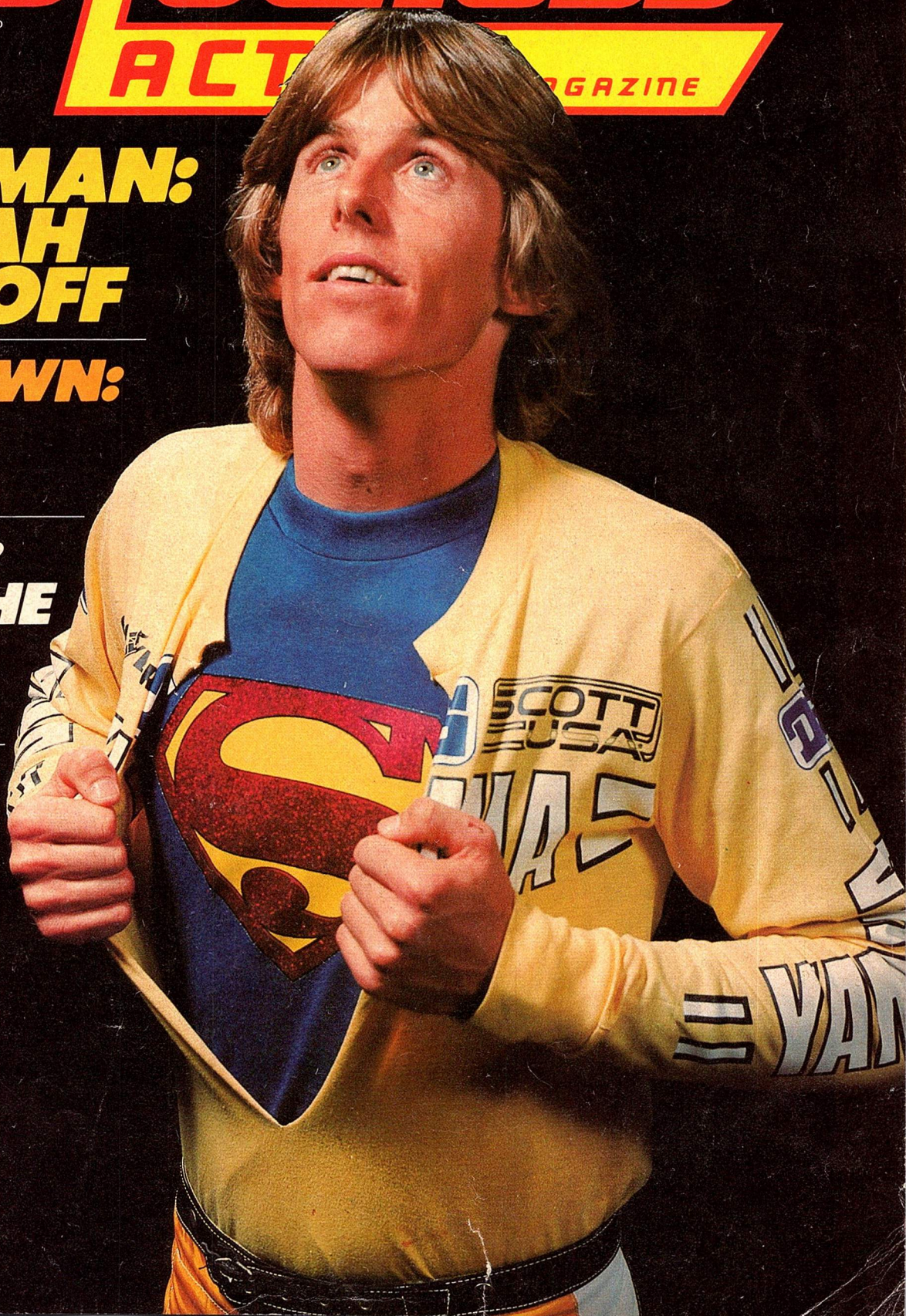
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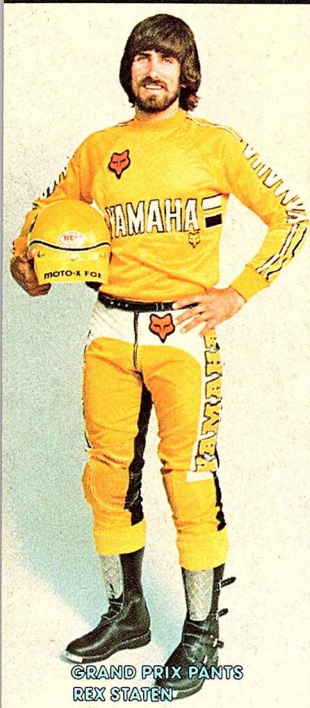
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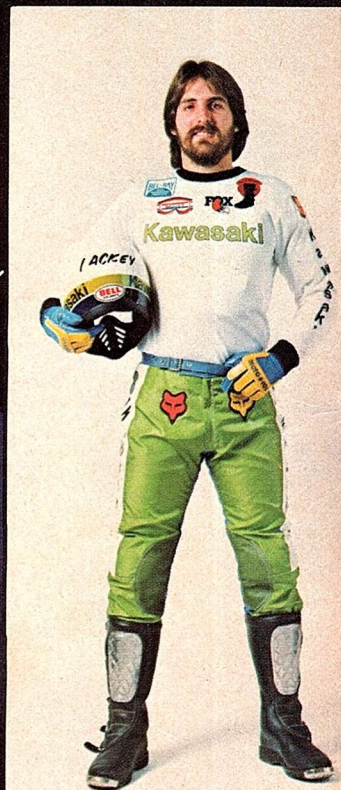


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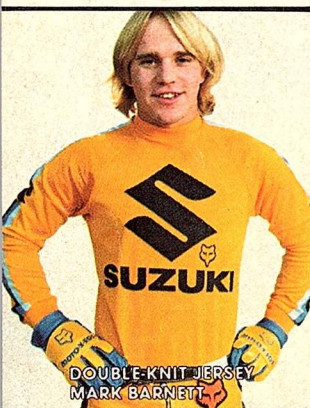


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SUPERFOX JERSEY



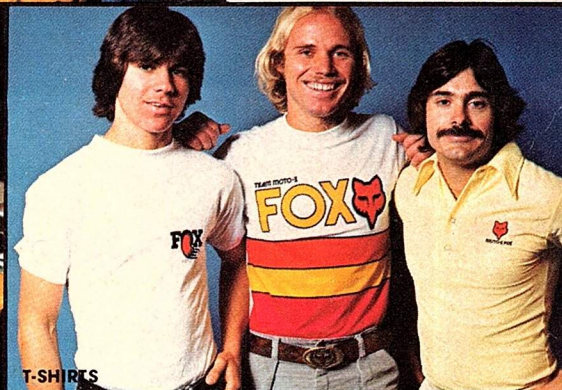
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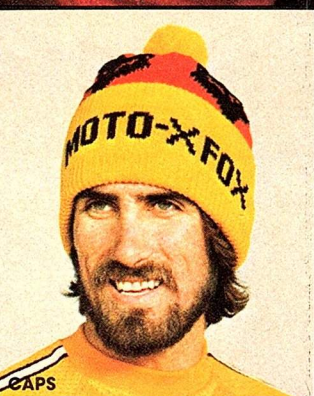
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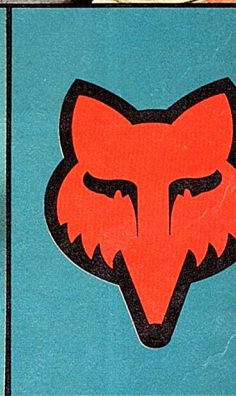
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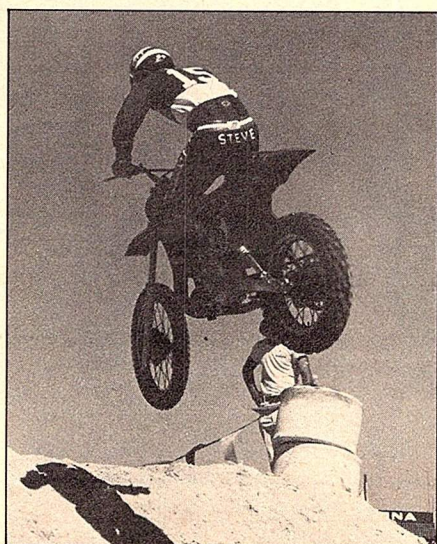
SUPERFOX BOOTS



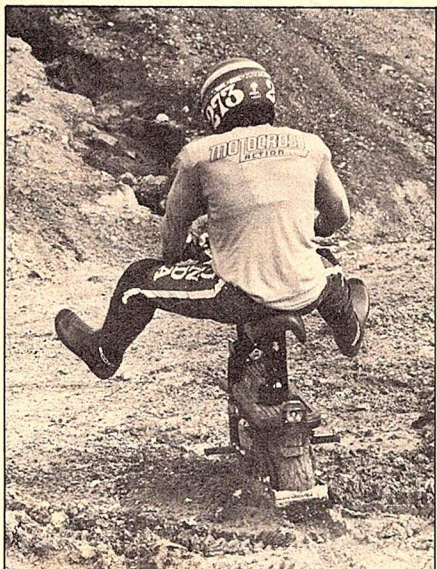
MOTO-X FOX/"WE RACE WHAT WE SELL, AND SELL WHAT WE RACE."



HANGTOWN



DAYTONA



ITALJET

MOTOCROSS

ACTION MAGAZINE

JULY 1979
Volume 7, No. 6

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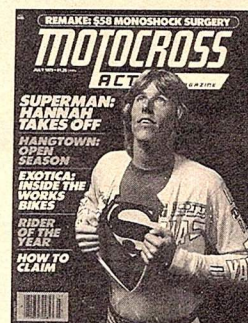
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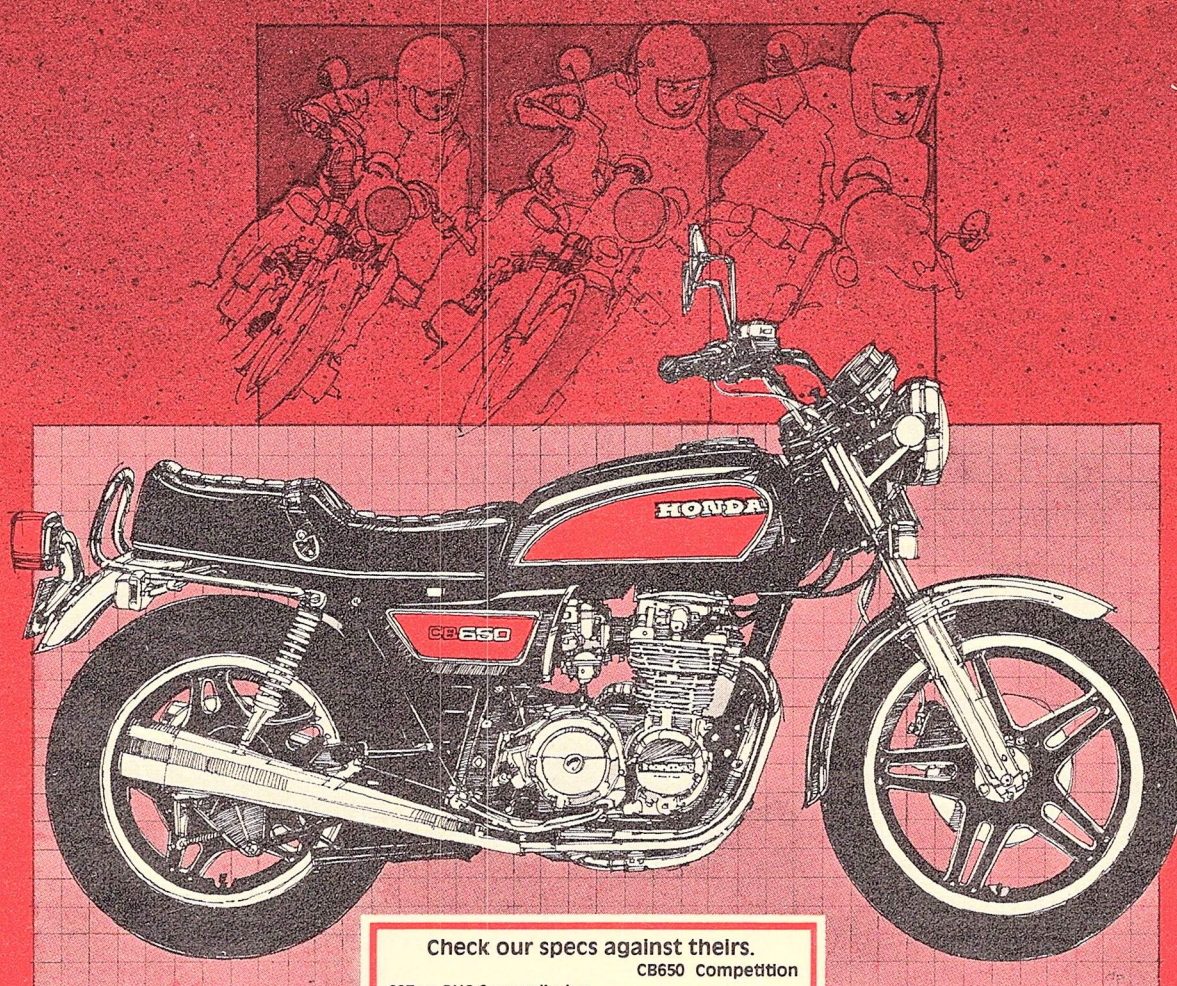


COVER: Mild-mannered motocrosser Bob Hannah continues his never-ending struggle for the American way. Cover and centerspread by Norm Armstrong.

NEXT ISSUE ON SALE JULY 10

MOTOCROSS ACTION (USPS 986-340) (Jul. 79) is published monthly by Daisy/Hi-Torque Publishing Co., Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$9.98 for 12 issues (one year). Foreign \$3.00 per year additional for postage (Canada add \$2.00 per year). Copyright © 1979 by Daisy/Hi-Torque Publishing Co., Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION Magazine, P.O. Box 317, Encino, California 91316.

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M.A.N.
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On The Mainjet

By Dick Miller

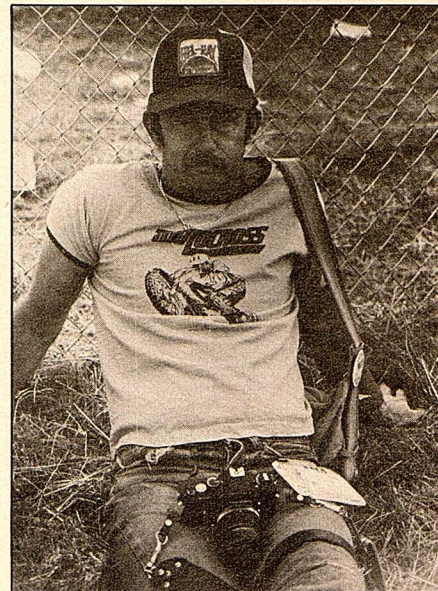
On page 27 of your May, 1979, issue of MXA is an ad for cigarettes. Cigarettes are not good for your health. Everybody knows that. What the hell is it doing in a magazine which is written about a sport which is the second most demanding sport known to man. MXA is definitely the best magazine to have if you race motocross. It is a very classy publication, but if I see another new MXA with an ad of this type I will cancel my subscription and all future subscriptions. Are you really that hard up for the money the tobacco companies pay you? I guess the company paid you well!

Just the other night I was lying in bed reading MXA and I said to myself, this is an excellent magazine. . . it's great! I sat down on April 2, after a hard day's work, relaxing and reading the May issue until I saw that ad. Please consider what I'm trying to say. If someone who didn't race picked up that issue they wouldn't respect the sport as a physically demanding one. "Just a bunch of crazy burnouts on noisy bikes." In that ad you hurt the image of the sport.

Thanks, a fellow racer
Michael Zucco, New York

□ I know what you're trying to say and I respect your opinion, as I do similar letters that complain about other things that people take offense to. Some people smoke cigarettes and some people don't. I never have, and in fact no one on my staff does either. If you don't want to smoke I think that's great. Because there is an ad for a cigarette in my magazine, or for that matter, in any publication, doesn't mean that it is an endorsement. They pay for the ad and they have the Surgeon General's warning affixed in a conspicuous place, as required by law. They legally have a right to advertise their product, as does any other manufacturer as long as the advertising is not obscene and does not violate any law.

I'm not going to be a hypocrite and tell you that we don't profit from their ad, because we do. This magazine is in business to make a profit, and you wouldn't be reading this if we weren't. There are three ways to do this. One is to have no advertising and rely on newsstand sales and subscriptions. Another is to lose money by giving the magazine away with low subscription rates (\$4.99), thereby getting the large



circulation numbers to take to potential advertisers to recoup the losses on printing, mailing and expenses. Most of the other magazines do this and are quite successful, but these are also the magazines you send me letters about, complaining about their editorial content and in some cases the obvious favoritism shown their advertisers. The other way to do it is the way we are doing it now. Editorially, we do what we want and say what we like. If you see us using a product or read an article about a product in MXA, it is by choice. We do show favoritism with some products or maybe even some companies, but it is always by choice. We receive no monies other than our salaries. You should keep in mind that most of these products are given to us to use, and therein lies the difference between you and us. You have to put out the hard-earned bucks for it, while we get it free, and you might reason that this is a form of payment unless you consider that we have a choice of anything in our industry. If we get something for nothing then we might as well get what we like to use, since we have a choice.

Our advertising department would love to be able to dictate to us about who and what we write about, and more important who we shouldn't offend, because it would help them sell ads. Unfortunately, for them, they don't have this freedom, which should be pretty obvious if you follow the magazine. We are lucky, because this isn't the case with some of our competitors. They, for the most part, are part of large publishing houses and are dictated to on policy. Some of that policy is *not* to

(continued on page 68)

LOP AND THE BEST

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Jody's Box

By Jody Weisel

□ I have this sociological theory about the development of human society that hinges on the kind of food man eats. Each societal group formed its type of government, temperament, outlook, and attitude toward change in accordance with the nature of its agricultural growth. Regions that farmed long and hard on one basic staple of life (i.e. rice) would tend to be dominated by monarchies or dictatorships, they would be more prone to follow instead of lead, and in short would become a people with little individualism. Regions that provided an abundance of different food sources, and ease of harvesting, would tend to be an informal, but individualistic, social group. The variety of food and the leisure time afforded by its availability would give the society time for democracy. Those regions that have abundant food, but of a limited variety, might well find themselves tending toward tribal or anarchistic forms of control. While freed from fears about filling their stomachs, the search for something better than the single product they subsist on will make them a volatile people.

For example, motocrossers live on McDonald's hamburgers and chocolate shakes. These particular agricultural products are readily available at the Golden Arches, but leave little leeway for variety or improvement. Whoa!, you say. What about the distinction between a Big Mac and a Quarter Pounder? That doesn't fall under the heading of variety, but rather it is more of less.

It is no wonder that motocrossers are a group of wild and crazy guys. The *Jody Theory of Gastronomic Determination* makes no room for any outside influences. Kenny Zahrt has always suggested that privateers on the road who are trying to stretch a buck should eat at Mac's. His logic is indisputable. The food is always the same (you won't get sick in Atlanta if you didn't get sick in Tampa), you can use the napkins (or hamburger buns) to check the oil on the van, and the price is consistent.

I used to eat at *Jack-in-the-Box*, but it wasn't conducive to a winning motocross attitude. First, ordering your food from a six-foot plastic clown takes the competitive edge off of the day. Secondly, I worry about a place that serves food, and all you ever get to see is the right arm of the person serving it. It would seem more appropriate if a rubber glove was on the end of the arm



and the food came in an airline paper bag. For years I used to drive into the famous french restaurant *Jacque-en-la-Box* and order a cheeseburger and Coke. The clown would tell me repeatedly, "We don't have Coke, but we do have Jack Cola." This must have gone on for years. I was embarrassed to ask for Jack Cola. Finally I said, "Shit, or rather Jack shit, I'm going to ask for a Jack Cola."

The next day I ordered a cheeseburger and Jack Cola, and the smiling, sadistic, fat-faced little clown said, "We don't have Jack Cola anymore, but we do have Coke." I was forced to spray-paint a moustache on his smirking little polyethylene face. I haven't been back since.

Things were getting pretty bad down at the fast food joints. I was getting to be such a regular that I could go in and order "The usual." On Sunday morning I would stop in on my way to the track and order four cheeseburgers to go. Then I'd stash them in my toolbox and munch out all day.

"Hey Jody, you got a spark plug wrench?" a friend would ask.

"Yeah, in the top shelf under the fries."

Bring me a spoke wrench and some McDonaldland cookies, will ya?"

It had to come to an end. I was on the Adelle Davis enemies list. Two franchises operated solely on the money I spent ordering brownies in a month. The inside of my van was carpeted with a layer of crushed french fries. When future archaeologists dig up the remains of our world in a couple of thousand years, the only thing left intact will be a Super Scoop of McDonald's fries. Face it, if stomach acid won't destroy them, then what chance do the ravages of time have?

So now I'm going cold turkey, or rather cold Fish Filet. My racing hasn't suffered, but my bike maintenance has gone downhill a little because I have less incentive to go to my toolbox. Occasionally a tear will form in the corner of my eye on the way to a National as I pass a Mac's and see a group of privateers sitting in those comfortable-looking, but excruciatingly hard plastic seats.

*You deserve a steak today,
So throw up and crawl away
from McDonald's.*

□

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Metropolis, Ca. . . Superman LaPorte has joined forces with PJ1 Super Lubes to protect motocross racers everywhere! Seemingly mild mannered, PJ1 Chain Lube applies water thin to penetrate down deep to where it really counts. . . between your chain's pins and rollers. Then once inside, PJ1's secret blending of molybdenum disulfide and synthetic sperm oil changes to a tough, shock absorbing protective film to fight against heat build-up, chain wear, and your dreaded foe—Flung Chain.

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Dirt

SCOTT BOOT CAMP

If you own a CR125R Honda, you are going to have trouble with the rear brake pedal loop snapping the locking pin off of the hinge of your Scott boot. Scott has tried to alleviate this problem with a thicker upper shank, but the early-model boots will come unhinged very easily. If your boot does, and you have a Honda, inform your dealer and he should be able to make a quick repair.

Danny LaPorte was the victim of an entangling accident at a recent stadium race. His foot was caught in the spinning rear wheel of a competitor's bike. In order to extricate Danny's leg they had to remove the shock and saw the swingarm in half. Thanks to his Scott boot, Danny only suffered bruises.

□ □ □

HEIKKI MIKKOLA INJURED

At a Belgian International race Heikki Mikkola underwent a slow-motion crash that caused severe ligament damage to his knee, and broke his shinbone. Early reports said that the World Champion would be out of action for three months. Heikki, in conversation with JT Racing's John Gregory, has said that he hopes to race every GP regardless of his condition.

Heikki is being attended to by Dr. Derweudden of Mol, Belgium. Known as *Doctor Miracle* by the European motocross fraternity, he is responsible for the rapid recovery of many motocross stars.

□ □ □

ROGER DECOSTER SLOWED DOWN

Team Suzuki's Roger DeCoster was looking forward to his last year on the GP circuit with high hopes. The injury to Mikkola in Belgium was making Roger's chances for a sixth World Championship look good. But at a local race Roger was struck by a cartwheeling motorcycle, not his, and suffered a broken collarbone. The bone was pinned, and will require a minimum of two months to heal. Roger has reported that he will race in four weeks.

□ □ □

BRAD LACKEY'S DILEMMA

With Mikkola and DeCoster in hospital beds, the assault by Brad

Pacific Daily News

PUBLISHED ON GUAM, WHERE AMERICA'S DAY BEGINS
VOL. 10 NO. 21 AGANA, GUAM THURSDAY, FEBRUARY 22, 1979

A Gannett Newspaper

25c On Guam

What's all the fuss, asks scuba group?

Motocross celebrities Marty Tripes and Rick Burgett went down scuba diving yesterday and when they came back up there was a rescue helicopter roaring overhead and a group of people huddling on the beach.

The dirt-bike virtuosos geared up in the morning at Ipao Beach with friends Michael Parker, Larry Bordner and Gary Lewis.

Later, lifeguard Linda Applegate saw the five out on the reef and one of them appeared to have fallen down. Then the others followed.

"It looked like they got sucked out over the reef," she said. Applegate then called the police, who called the Navy Air Sea Rescue unit.

Another lifeguard, Dan Lastimoso paddled out to help on his surfboard. Then the helicopter arrived.

The copter hovered over the reef for 20 minutes before the vagrant scubadivers came to the surface.

"From underwater, we didn't know what it was," said Tripes of the rescue helicopter. "I thought it might have been a big fish, or a boat."

And they couldn't figure out what the surfer was doing out barefoot where there weren't any waves.

The astonished group came dripping shoreward with nary a scratch or bruise to show for all the commotion raised in their

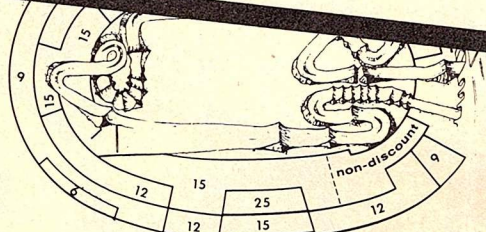
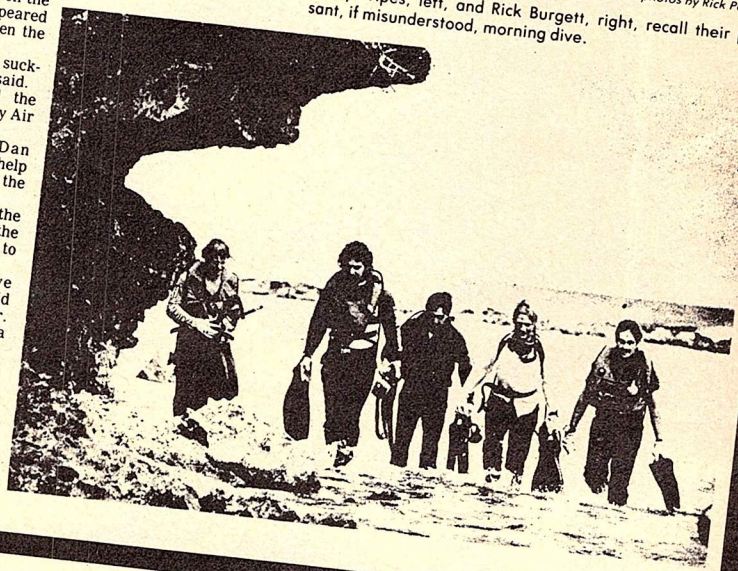
behalf. It had all been a mistake. The dive had gone very well. But the five were thankful indeed.

"In California, they wouldn't have paid any attention to us," said Tripes. It's really nice that the lifeguards did what they did."

As for the rest of the adventure, Tripes had just one comment: "The water sure was beautiful."



Marty Tripes, left, and Rick Burgett, right, recall their pleasant, if misunderstood, morning dive.



COCA-COLA SUPERBOWL SHOWS A SOCIAL CONSCIENCE

California is divided into many social layers. At the top are the motocrossers, below this elite group come the great untalented mass of leisure and desert riders, followed up by the splintered and demented disciples of such perversions as speedway and road racing. Last on the social scale come trials riders, who are in fact nothing more than motocrossers who ran off the track and got stuck in first gear.

Defying the social spectrum is the promoter, in this case Mike Goodwin, the promoter of the Superbowl of Motocross. Because of the great Sierra Club and Bureau of Land Management land grabs, the poor desert and leisure riders are in danger of losing the wasteland that they find contentment in.

Fighting the battle to free his people and lead them across the desert is the fabled Phantom Duck of the Desert. The Phantom Duck is a motorcycle/-recreational land-use activist. The Duck fights for the rights of us all. The Superbowl and the Duck have little in common you say, but you're wrong. Mike Goodwin has agreed to donate a large percentage of the proceeds of a sell-out Superbowl on July 14th to fight for more land for riding. Goodwin's efforts could return as much as \$80,000 to the legal fund set up to battle land closures.

Everyone stands to benefit from attending the Superbowl. So, if you're mad as hell and don't want to take it anymore, support the Duck — go to the Superbowl of Motocross!

Lackey on the 500cc World Championship should be in good condition. But all is not well at Team Kawasaki. Lackey, instead of being in Europe, has made a special all-day — all-night flight to Japan. According to sources in Europe, Lackey's Kawasaki debut has not been very good. In fact, riders who Bad Brad handled with ease last year on Honda are now beating him.

Lackey's last-minute trip to Japan is to get some help directly from the upper echelons of Kawasaki Heavy Industries. Conversations with European Suzuki officials stated that Lackey's monoshock KX400 Kawasaki was both down on power and suffering from Uni-Trak shock problems.

□ □ □



Magoo really smokes.

MAGOO IS GOOD

Throughout the years we have watched the development of Danny "Magoo" Chandler — from the little kid who had to climb up on a box to get on his 125 KTM at Hangtown in 1975, to the first American to get a two-year contract with Maico in 1979. The most memorable moments of Magoo's career aren't those wild cross-ups or ricochet rides at the 1976 Superbowl; instead, it is his thoughtfulness. Whenever Danny is involved in an accident, he always stops to check on the condition of the other rider. At Hangtown this year Magoo gave up any chance of being in the hunt in the first moto by stopping to



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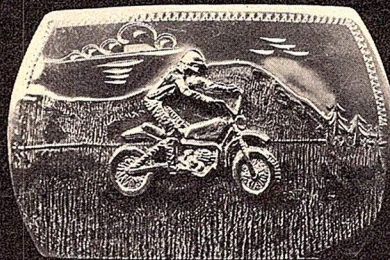
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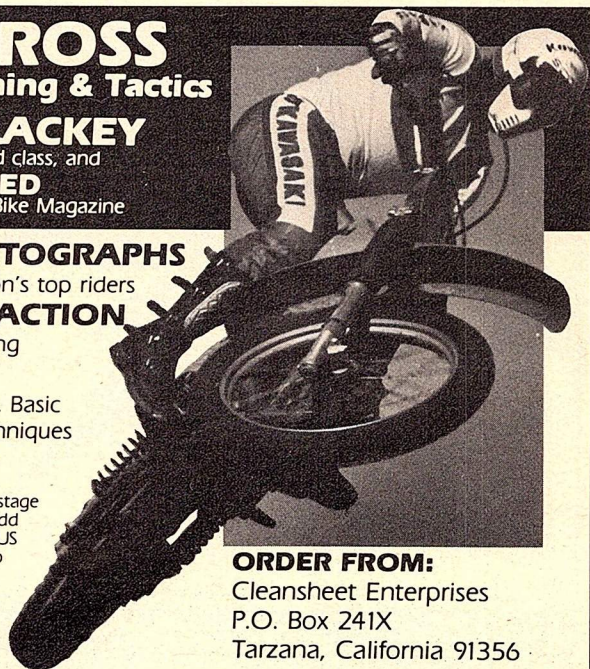
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be sure that a downed rider was all right. It's nice to see a rider who isn't always propelled by a win-at-any-costs attitude.

□ □ □

SUZUKI MOTOR MOUNTS

We were in for a surprise when we began to prepare our RM250N for a big race recently. After complaining about vibrations for the longest time, we elected to pull the motor and check it. When we began to take the motor mount bolts out of the engine, we noticed a distinct looseness. After checking it out,

we found that the holes in the motor were almost 2mm larger than the size of the bolts. No wonder it vibrated.

It turns out that on the first shipment of RMs into America the Japanese forgot to insert a steel sleeve into the motor mount holes. We drilled out the plates and engine and used 3/8-inch American bolts. Check yours to be sure.

□ □ □

PITTSBURGH STADIUM CANCELLED

The July 6-7 Pittsburgh Supercross

has been cancelled. It was originally switched to Dallas's Cotton Bowl outdoor stadium, but that also has been cancelled. The Mt. Morris, Pennsylvania, May 13th 250/500 National has now been switched to July 8th. We're confused.

□ □ □

YAMAHA WATER-COOLERS

Yamaha is rumored to be planning to import a limited number of its RX125 single-cylinder road racers into the United States this year. If the water-cooled 125 road racers are imported, the plumbing and cylinders will then be made available to local tuners. Even Suzuki has a water-cooled single-cylinder 125 road racer in Japan. Maybe motocross is next?

□ □ □

GAS UP

In addition to the Toyota SR-5 pickup truck, MXA's Rider of the Year will receive 500 gallons of gas (a hefty sum with gas fast approaching \$1.00 a gallon), courtesy of the fine folks at Sun Line Products, makers of DeHandlers and the Gold Belt. Kidney belts do give you gas, it seems.

□ □ □

SOMETHING NOBODY HAS

If you are a sticker collector par excellence, then this is a deal that you can't pass up. For the first time ever, the Grand Prix circuit will race in Ireland. Through ultra-secret connections with the Irish federation, we have found out where hardcore sticker collectors can get the first-ever Irish 125 Grand Prix badge and sticker. Send \$2.50 and a stamped, self-addressed envelope to North Dublin Motor Club, Sticker Department, 33 Ailsbury Lawn, Dublin 6, Ireland.

□ □ □

MONTESA UPDATE

Cosmopolitan Motors, the Eastern distributor for Montesa, reports that the installation of a new IBM 34 computer has increased speed in parts-ordering and eliminated back-orders. They report that 98.3 percent of all parts are shipped within 24 hours.

We recently reported that slow parts supply and a dwindling dealer network were hampering a good effort. Actually, there are separate distributors for the regions of the nation. Cosmopolitan has actually increased Montesa's sales in the Eastern U.S.

RM OWNERS!

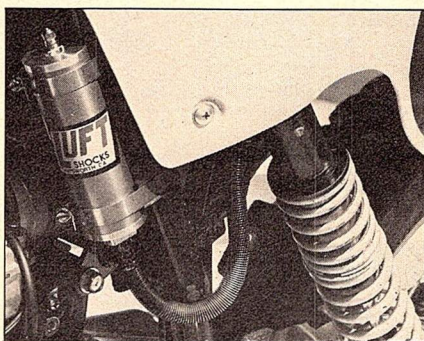
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Well known factory mechanics such as PAT ALEXANDER...TEAM SUZUKI, BRIAN LUNNISS and the "CZAR OF MOTO-CROSS" BEVO FORTI use our well equipped machine shop when in the midwest area. We now offer our factory proven services to you.

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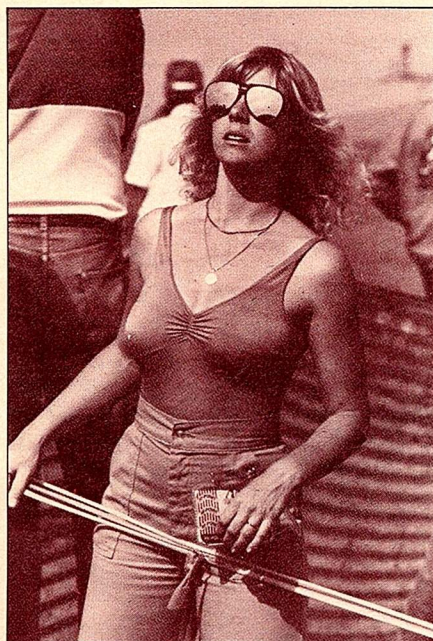
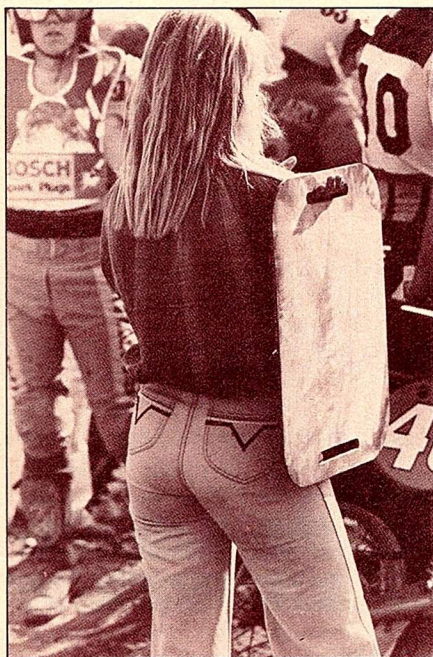
CYLINDER BORING:
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Racing at Hangtown is a very, very serious business. Just ask these two mechanics seen in the rigidly controlled AMA pits.

□ □ □

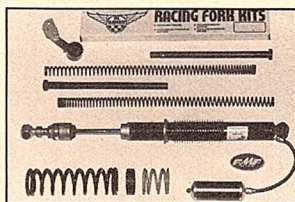
MOTOCROSS ACTION TEST CREW

Dick Miller is back in the saddle again. In fact, Dick has taken to racing cars in Baja and the Mint 400 against old-time rivals Malcolm Smith and Rolf Tibblin. Radical Ron Turner and Clark Jones are off contesting the Nationals, while Al Baker is sponsoring two other test riders, Greg Toyama and Johnny O'Mara, out of Al Baker's FMF. Jody,

FACTORY SUSPENSION

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YZ 125 F/YZ 250/400 E, F's Res.	
mounting brackets	\$15.00
Dual monoshock spring — 125/175	\$28.00
Dual monoshock spring — 250/400	\$35.00
Roller chain tensioner	\$24.95

Al Baker Racing Fork Kits

YZ 125/ IT 175 D, E, F 9", 10"-F's 11"	\$69.95
YZ/ IT 250/400 all 10", 11"-F's 12"	\$69.95

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City/St.: _____ Zip: _____
Rider Weight: _____ Classification: _____
MX7

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Dirt

Lance, Ketchup Cox and Ricky Miller continue to haunt Saddleback and Indian Dunes looking for the fabled factory ride.

□ □ □



Tucked away in Kent Howerton's Team Suzuki truck was his spare bike and surfboard. Is that any way to go racing?

MOTOCROSS ACTION ATTRACTIONS

JUNE 2	..... SUPERCROSS, NEW ORLEANS, LA
JUNE 10	..... 125 GRAND PRIX, FINLAND
JUNE 10	..... 250 GRAND PRIX, POLAND
JUNE 10	..... 500 GRAND PRIX, CARLSBAD, CA
JUNE 17	..... 250/500 NATIONAL, SEARS POINT, CA
JUNE 17	..... 125 GRAND PRIX, CZECHOSLOVAKIA
JUNE 17	..... 250 GRAND PRIX, FRANCE
JUNE 17	..... 500 GRAND PRIX, CANADA
JUNE 24	..... 250/500 NATIONAL, DENVER, CO
JUNE 24	..... 125 GRAND PRIX, YUGOSLAVIA
JUNE 24	..... 500 GRAND PRIX, W. GERMANY
JULY 1	..... 250/500 NATIONAL, BUCHANAN, MI
JULY 8	..... 250/500 NATIONAL, MT. MORRIS, PA

MARTY MOATES' BIKES

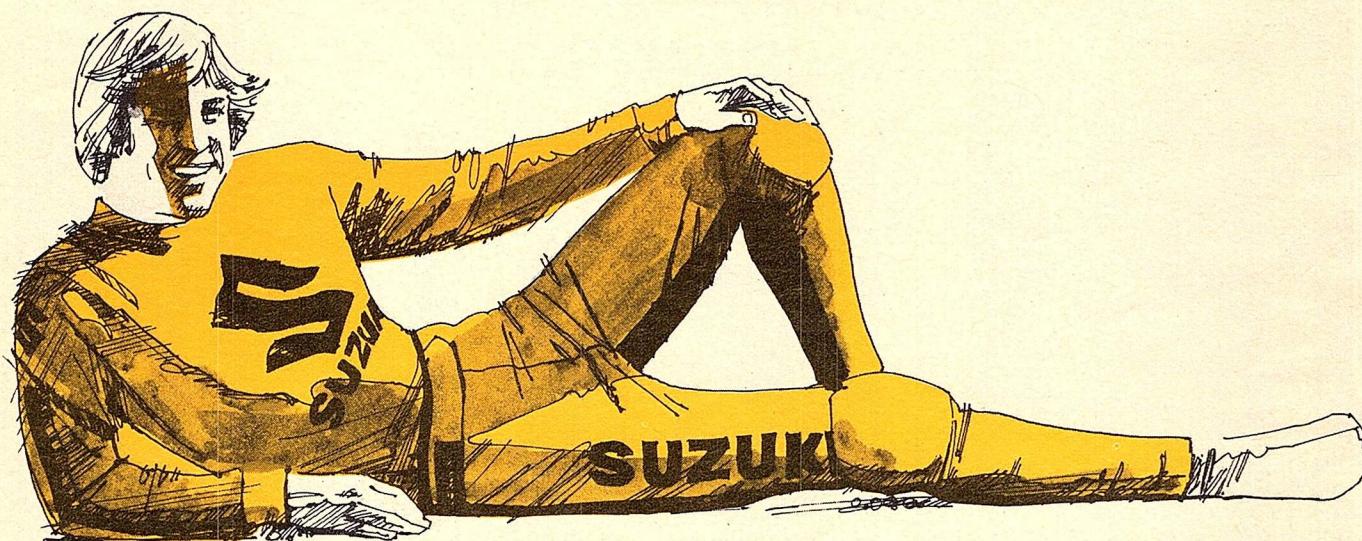
On the way to Chicago's O'Hare Airport the LOP team was getting a little loose when the trailer hitch broke and Marty Moates' Grand Prix bike veered off the highway. By the time the LOP engineers got the trailer re-railled, the bike missed the plane, and of course it later missed its connecting flight. The bike is in Paris, but Marty is in Spain waiting for the 250 Grand Prix season to start.

□ □ □

125 SPANISH GRAND PRIX

Harry Everts, the former World Champion in the 250 class, has successfully made his switch to the 125 class with a resounding victory at the 125 GP in Spain. Everts, riding the new water-cooled RA125 Suzuki, won both motos. Second overall went to current 125 World Champion Akira Watanabe who went 3-2. Gaston Rahier, now riding a Yamaha, failed to finish the second moto, but was second in the first round. Third place went to Siegfried Lerner on the 125 KTM.

□



Put on Brian's Sunday best.

Now you can get into the same tough outfit as Team Suzuki rider Brian Myerscough.

Namely, Suzuki's new competition MX pants and jersey.

Selected by Roger DeCoster, the nylon/leather

pants are also lined with nylon mesh. So you stay cool and comfortable as well as protected.

Hip pads, knee and shin guards are removable for easy cleaning.

Other nifty features include a buckleless Velcro belt, lockable Talon zipper and letters that are sewn on—not painted on.

Jersey comes in comfortable cotton or cool nylon mesh.

Available now at your Suzuki Dealer.

Suzuki. The performer.

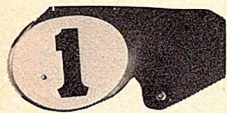


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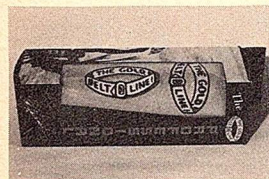


SCOTT "59" GOGGLE
From Scott, USA, super durable, scratch-resistant, clear lexan lens. Extra comfortable thick face foam. RED OR YELLOW. **\$15.95**



F.I.M. SIDE PANELS

CR125R (white)	\$18.95
CR250R (white)	"
RM100-400 (white)	"
YZ100E/F (white)	"
YZ125D/E (white)	"
YZ250-400 (white)	"
CR125R (red)	"
CR250R (red)	"
RM100-400 (yellow)	"
PE175 (yellow)	"
PE250 (yellow)	"
YZ100E/F (yellow)	"
YZ125D/E (yellow)	"
YZ250-400 (yellow)	"



THE GOLD BELT

The genuine gold belt gives the rider the support he needs. Used by both Bob Hannah and Roger Decoster. Get the belt the pros wear, get a Gold Belt. GOLD/BLACK. **\$17.95**

TONY "D" FRONT FENDERS

The fender pros use. High impact fenders, super strong and virtually indestructible. Available in yellow or red. **\$12.95**

FORK SKINS

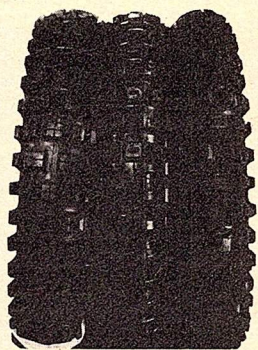
Protection and beauty for your fork legs. Wraps completely around the leg to protect it from nicks and dings. Available in bright colors to match all bikes.

CR125R-250R	\$8.95
RM80 C-N	\$8.95
RM125 B-C-N	\$8.95
RM250 C-N	\$8.95
RM400 N	\$8.95
RM100C	\$8.95
YZ-80 D-E-F	\$8.95
YZ100E	\$8.95
YZ125 D-E-F	\$8.95
YZ250/400 D-E-F	\$8.95
IT175/250/400	\$8.95



ROGER DECOSTER RACING GLOVES

Fully padded yet flexible! Palm won't bunch up around a grip. Double stitched at all stress points. Don't settle for anything less than the glove Roger wears. Available in white goatskin with red and blue leather padding. SMALL - MED - LARGE - XL. **\$13.50**



Y907 SUPER DIGGER

Cantilevered rim protection, outstanding cornering control helps to solve the traction problem of high performance MX bikes.

Y907-410 x 18	\$34.95
460 x 18	\$39.95
500 x 18	\$45.95
550 x 18	\$49.95
550 x 18 6 ply	\$55.95
Y902-300 x 21	\$30.95

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The most popular MX tire available! K190 MX 410 x 18

460 x 18	\$39.95
450 x 18 6 ply	\$44.95
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IRC MOTOCROSS TIRES

Designed especially for motocross. Maximum traction. Unbeatable in adverse conditions.

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PREMIER HELMETS

Designed for maximum comfort and vision. Handcrafted genuine fiberglass construction in attractive color combinations of yellow with red or yellow with blue. Sm, med or large. **\$49.95**

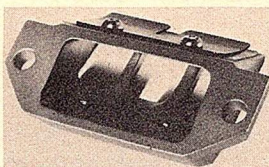
HEAVY DUTY TANK DECALS

Extra durable. Finely silk-screened logo art designed to last. Available for all these bikes.

Bultaco/Husky '78-'79/ Suzuki '78-'79/ Can-Am '78-'79/ Harley Davidson/Honda Wings/ KTM/ Penton/Maico '78-'79/ Yamaha '77-'78-'79.	\$6.95
Kawasaki '78-'79/ Suzuki '78-'79.	\$3.95

AIR FORK CAPS

Give your bike an added shot of suspension. Air fork caps let you tune your front forks with air. Available for CR125R/250R, XR75, MR50, YZ80, all RM's 100-250, PE175, KX80. **\$14.95**



SIX PETAL REED KIT

More fuel means more power in the mid-range and top end. No modifications necessary. A bolt-on power increase for all Suzuki RM's (fits all RM's but N's) and PE's. **\$54.95**

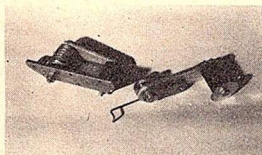
CLUTCH SPRINGS

Heavy duty Clutch Springs stop power loss due to clutch slippage. Why pay more, when you can get the best for less? Available for YZ80/RM80/CR125/YZ100/ YZ125. **\$6.95**



NYLON/LEATHER MX PANTS

All purpose motocross pants. Ideal for pro or amateur. Highest quality, sturdy construction, elastic side panels with high impact knee and shin guards. Yellow/black, yellow/blue, red/blue, yellow/red/black. WAIST SIZES: SMALL (28", 30"), MED (32", 33"), LG (34", 36"). **\$65.00**



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Add life to your chain! Maintains the proper tension. Sturdy construction employs a fold away feature to avoid bending or breaking.

Front mount style on swingarm pivot, tellon roller, XR-75/ CR125/CR250/RM80/RM100-125/RM250/370. **\$19.95**

Rear Mount style. Mounts directly on swing arm. CR125 M1-M2/MR-CR-250/YZ80 C-D/TT500/RM100-125 A-B/RM250/370. **\$17.95**

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The most popular grip on the market. Oakley II's provide positive grip and maximum control. Available in red, black, blue and yellow. **\$3.95**



DEHANDLER LEVERS

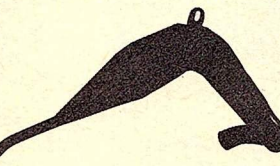
Latest item! Used and endorsed by five time world champion Roger Decoster and Bob Hannah. Specify bike make and model.

METAL Honda/Yamaha/Suzuki	\$14.95
PLASTIC Honda/ red or black	\$ 8.95
Yamaha/Suzuki/ yellow or black	\$ 8.95

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Bolt on Mikuni carbs for better response, crisper acceleration and convenience. Pre-jetted for maximum performance on your bike.

30MM YZ80/KX80/ RM80	\$49.95
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34MM CR125/CR125R/ YZ125/RM125	\$57.95
36MM RM125	\$59.95



RACE PIPES

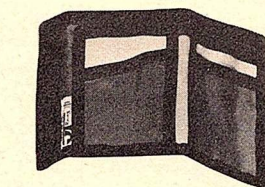
Increased horsepower throughout the complete range. Constructed of strong 20 gauge steel. Specify make, model & year of bike.

HI-PIPES Honda XR80/XR75 '77-'78/XR75 '73-'76	\$49.95
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Yamaha YZ100/C-D-E-F	\$79.95
Yamaha YZ125/X-C-D-E-F	\$79.95
Suzuki RM80/B-C-N	\$69.95
Suzuki RM100/B-C-N	\$79.95
Suzuki RM125/B-C-N	\$79.95
Kawasaki KX80	\$69.95
Kawasaki KX125	\$79.95

LOW-PIPES Honda XR80/XR75 '77-'78/XR75 '73/'76	\$39.95
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JOFA ROCK GUARD

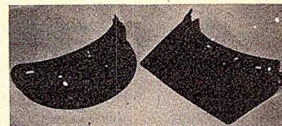
The ultimate in protection and style. Choose from your bright plastic colors. Completely adjustable. Fits on any helmet. YELLOW/BLUE/RED/ WHITE. **\$ 4.95**



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5-SNAP BUBBLE VISOR

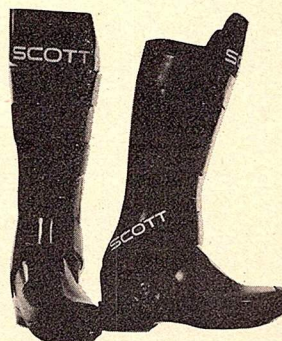
The most popular visor around. It's good looking and does the job. Y/BL/RED/WHITE/SMOKE. **\$3.95**

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The strongest and lightest bars available in popular bends. Bright powder epoxy colors. **\$19.95**



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The Newest, trickiest, fanciest and most protective boot made. Pivotal ankle and space-age plastic construction. Tested by Bob Hannah, Danny La Porte & Marty Tripes. SIZES 7-13. **\$174.95**

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More than twice the spark energy. Eliminates points & condenser. Easy installation, with detailed instructions. MR250, MR175, MR50. **\$59.95**

XL350, XL75, CR250, XR75	\$59.95
Honda Odyssey, YZ80	\$59.95
YZ80B, RM50	\$59.95
YZ80C/D	\$59.95

REPLACEMENT RACING IGNITION

CR125, RM125A/B/C. **\$59.95**

RM250A/B/C, RM370A/B. **\$59.95**

YZ125X/D. **\$59.95**

YZ125E. **\$59.95**

YZ80E. **\$59.95**

RM80 ALL. **\$59.95**

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714/632-5070

Mail Entries



CRASHER BURNS

Dear MXA,

A good friend named Tom Cosley took this photo of me getting off at CMC Saddleback. Thought you guys might want to make me and Tom famous.

Jeff Arzouman
Los Angeles, California

SLOW MOTOCROSS

I am into slow motocross, and I noticed your ad for Luft Racing on page 14 of your April '79 issue and was wondering if the products would really increase my lap times. My slowest lap time is five hours, 45 minutes, 30 seconds. My '74 GT80 is really trick. It has titanium cranks with magnesium pedals. Do I get a year's subscription for finding that nice blooper? Aren't you supposed to DECREASE lap times?

"Sceamin'" Steve (Yamaha) Mintyala
Lewistown, Montana

LUBE OUT

Dear MXA,

How about doing a zoot-capri shootout on chain lubes? You know, synthetic sperm oil, liquid grease or oleomargarine?

VAMBO ROOLS!
Mike Wettlaufer
Royal Oak, Michigan

EQUAL TIME

Dear MXA,

Dis lettur I'm riting is in reply to Mr. John Osborne of Cary, Illinois.

Das commentz in de March Motocross Akshen magazine bi u are terrible. Shame on u. Vut is rong vid us deformed refuges from Checkoland? Ve are de bestest lookink, und faster motocross racers than every vone in de fre vorolt. Hope to blo your sholbniks off some dai, along vid yur friend Emilio Zumquat. I bet my girlfriend Helga has got mor hair on hur legs than yur's. Viva Louella!! Viva DKV!!!

VFO SKI
Yor freind & enemy
Cap'n Crunch
Columbus, Ohio

THEY'RE ALL GOOD BIKES

Dear MXA,

All I ever hear is Suzuki can whop Yamaha. I race a YZ125F and I've had very good luck on it, but that doesn't mean Yamaha is the best bike. What makes the bike do what it does is the rider. So all you Suzuki, Kawasaki, Honda, etc., riders remember that the rider does 80 percent and the bike 20 percent. So don't be so prejudiced. They're all good bikes.

"Flyin' Foss"
Indio, California

MOVED BACK EAST

Dear MXA,

I just moved from California to Massachusetts and would like to find a pen pal who would be interested in exchanging letters about riding, etc.

Mike Gagnon
37 Benefit St.
Taunton, Massachusetts 02780

(How about it out there? Anybody want to exchange leathers, or was that letters?)

MOTOCROSS BOOK

Dear MXA,

I am gathering material for a book on motocross. The book will cover from pre Greeves to post Maico Magnum II. I need your readers' help. I need material covering this period. I can use photos, personal accounts — whether a good story or a comment about a particular bike's traits — manuals to magazines. Any trivia may be invaluable in putting this book together. Anyone wanting to help may send material to:

R. Blaine Archer
1227 S.W. 18th #3
Portland, Oregon 97205

A FOR-REAL R.D. FAN

Dear MXA,

I want Roger DeCoster to win the ROY ballot. So, I printed up the official ballot from MOTOCROSS ACTION just under 500 times, then started filling them out. (Thanks to my sister and friend this letter has been possible.) I signed R.D.'s name on every ballot. Then I started filling out the questionnaires, but about halfway through I broke my hand. So I could not finish the questions. But they would have all been the same anyway, I guess. Is this all legal?

Geno Torroni
Yonkers, New York

(Sorry, Gene, but like we said on the ballot, only bona-fried MXA entries can be counted. Maybe next year?)



THERE'S MORE THAN ONE FLYING FINN

Dear MXA,

This photo shows Jan Kristoffersen trying out the new YZs in Belgium this winter.

I will send you a photo later showing Jan leading the whole pack at the Finnish GP.

By the way: Jan has been Norwegian Champion six times during the past four years, winning two classes twice.

In the first round of the Norwegian Championship last year, he won six 30-minutes motos in a row, starting in all the three classes!

Helelioller Wannediell
Oslo 2, Norway

TEST REQUEST

Dear MXA,

First, but not foremost, in my mind is whether or not Gary Ogden quit riding for you. If so, can I have lots of money, a new bike, and his job? I have my own boots.

Seriously, I'd like to know what to do or who to see about a knee injury. The doctors I've seen don't feel any operation is necessary, but it crunches and gives out sometimes, causing swelling.

Still WFO
Mark Brown
Marysville, California

(The knee specialist the motocross stars use is Dr. Kerlan at Centinela Hospital in Inglewood, California.)

PRIVATEER

Dear MXA,

No doubt you will be covering the National motocross in Trabuco Canyon (Irvine), California.

Competing against the professionals will be a newcomer who bears close watching in the 125 pro class. He is

20-year-old Jason Gennusa (#459).

It takes quite a bit of dedication to a sport to travel 3000 miles from New Jersey, alone, in a four-banger Monza pulling a bike trailer — realizing that five minutes into the qualifying race, your chain may break.

If you have the time, I think you'll enjoy meeting Jason. He is serious about the sport, level-headed, honest, a good and gentle young man and above all — an outstanding rider who competes with one purpose in mind — to win.

His Father,
Martin J. Gennusa
Holmdel, New Jersey 07733

(Unfortunately, your letter arrived after the event, but we wish your son and all the other on-the-road privateers the best of luck. If you're ever out here again, look us up. We're in the book.) □



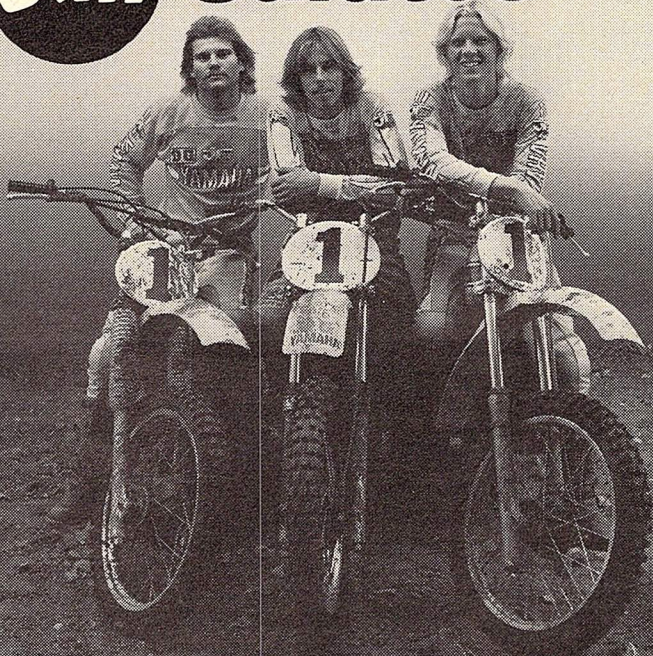
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YOUR CHOICE **50¢**



Send 50¢ for each sticker above or \$5 for all 12 shown. (Ship & Tax Incl.) Get our new catalog: over 800 stickers for \$3. FIVE FREE STICKERS (our choice) sent with catalog. Send your money and list of what you want to:

STICK-EM UP
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Livermore, CA 94550

Sun Salutes



1978 MX Champs on Sun Rims

Congratulations Bob Hannah

Congratulations to triple-champ Hurricane Bob Hannah and to Rick Burgett and Broc Glover of Team Yamaha, this year's first place finishers for national motocross competition.

Bob, Rick and Broc captured every first place in the entire five event Series on Sun Rims. An unprecedented coup for their team, an unparalleled performance by the Hurricane and an indisputable testimonial to Sun Rims.

Ride with the first place men. Ride on Sun Competition Alloy Rims.

For the choice of the top competitors, ask your dealer for Sun Competition Alloy Rims. Distributed by:

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Wing Nut

By Al Baker

ENDLESS CHAIN TROUBLE

Dear MXA,

Maybe it's my imagination, but my chains seem to turn into rubber bands after one moto. Even the high-zoot chains my friendly dealer sells me seem to be no better. If I run a stock Japanese chain more than six races it snaps, usually at a bad time.

Louis "Missing" Link
Kansas City, Missouri

I agree with your conclusions 100 percent. I've had the worst time with stock chains. This problem seems to be getting worse, especially in the past two years. A lot of it has to do with today's long-travel suspension. The greatest chain killers are water and mud. Any moist ground mixed with the chain's rollers results in a material similar to valve grinding compound. Once the dirt gets under the roller, wear is instantaneous. Another chain killer is the absence of lubrication. Lack of lubrication results in heat, galling and eventually breaking. I've tried all the chain lubes available over the past 15 years, and have had by far the finest results with PJ-1 Chain Lube.

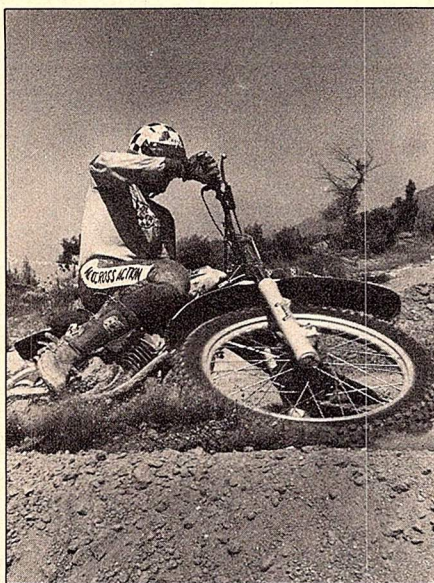
Still another chain killer is improper chain adjustment. When the chain is too tight it has two alternatives, either to stretch or break.

You can see that chain maintenance is just as important as having a good chain. When I say god chain, I'm only talking about one: Husky Products' O-ring chain. The fine reputation of Swedish engineering and dependable materials have enabled Husqvarna dealers to offer the best motorcycle chain made. Like anything good, it costs a lot. But there is a moral behind that: "You get what you pay for." You'll get six times the life from a Husky Products O-ring chain than from any other chain available. It will cost twice the amount of a stock chain, but give you six times the service. The O-ring design seals dirt, water and elements from the inner bearing surfaces, thus eliminating wear and heat.

ONWARD THROUGH THE FOG

Dear MXA,

I've just started racing night motocross. I have been having trouble with my starts. I've never been able to get a holeshot, although my CR125R is quite capable. As I wait on the line for the start, my goggles fog up to the point where I can't see ten feet. I've tried



Windex, but what can I do to cut the fog and glare from the bright lights?

Jim Nasif
Hesperia, California

I'll turn you on to a 100-percent cure for your ailment. First of all, you must realize that there is a lot of humidity in the cold night air, especially in the Southern California basin. Start off by throwing away your scratched clear lenses.

Before touching your new lenses, get yourself a dispenser of Armor All, and a bit of toilet paper. Lightly spray each side of the new lenses, then wipe off the surfaces until each side is clearly transparent. Only wipe in one direction and not in circles. With Armor All on the lenses the inside will cut glare, and they can easily be blotted off with a damp piece of toilet paper after each moto.

Just wipe dirt or mud specks off the lenses. The sand is like a diamond and will scratch the surface thus shortening the life of the lenses.

I've practiced these procedures on my Super Seer goggles for years, and had one lens last five months.

LOW-BUDGET PERFORMANCE

Dear MXA,

My RM125C seems to run slower than any other RM I've ridden or raced. I get blown away down the straights. I can't afford to buy too many hop-up products. My budget limits me to one item. I need to know what would be the best single investment to hop up my bike? A reed kit, big carb, pipe, head or port job?

Scott Hoover
Middlebury, Indiana

Once again you seek the same answer as many others in the no-\$ category. What can the low-budget racer do to his RM125C to keep power equal to the '79s? Well, last year we sponsored Johnny O'Mara on an RM125C. Early in the year, or shortly after a couple of races, we decided to make it faster. After countless hours of speed tuning, to our surprise the most successful combination was a particular port modification with the use of all stock components. Stock head, carb, reed block, pipe and stock ignition.

We now feel this modification is successfully proven, as Johnny won 73 races last year and captured the number one plate at AME. Considering that you are a low-budget racer and can only afford one worthwhile investment to gain horsepower, I'd put my money on the O'Mara port job. Total cost is \$75. 6878 Santa Fe Ave. East, Hesperia, California 92345.

A DYING BREED

Dear MXA,

I'm writing to you because my bike, a 1975 Yamaha 250 MX, is out of date, suspension-wise. My Yamaha dealer tells me that I can't race my bike because it is out of date. Nobody handles anything for my bike. Help! Old Yamahas rule!

Darrin Fortedo
Weaverville, California

I'm sorry to disappoint you, but you are wishing for something that isn't going to come true. Old 250 MXs are dead on the MX tracks, but they are great for trailing and fun in the woods. All I can tell you is, enjoy it while it's still alive somewhere.

MT TRICKERY

Dear MXA,

I own a Honda MT250 (1974). I was wondering, if I lower the rear shock mount from almost vertical to a 45-degree angle, would it affect the performance of my shocks?

Paul Richardson
Barrie, Ontario, Canada

Why go to all the hassle of moving the shock mounts when the stock shocks won't work in that position anyhow. Get yourself a pair of S&W "LL" series shocks, 14 3/4 inches in length, with a 70-pound, 11-inch spring. It is the hot setup for MT250 performance and more travel.

If you'd like to get in touch with the Winged Bomber himself give him a buzz at (714) 244-5425.

Tricks From The Trade



MY TIE (OR MAI-TAI)

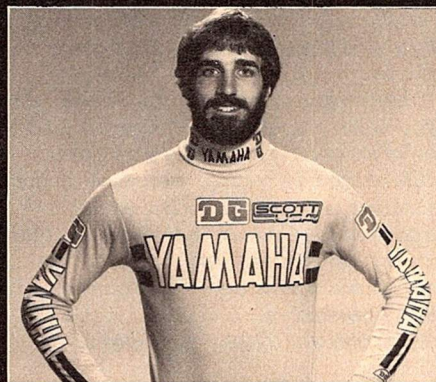
These actually aren't tie-downs, but the little hooks you attach your tie-downs to. At least we've always called them hooks, not tie-downs. Tie-downs are the funky seat belts you use to hold your bike in your cosmic cruiser. If someone else wants to call them tie-downs, who are we to disagree? Anyway, these tie-downs (hooks) are designed to fit in the slots provided on most pickups without

any drilling required. They claim these babies can also be used as a "chain-link" (not that kind of chain link), a CB antenna mount (handy for MX'ers), and handgrips (not that kind of grips). If you'd like to tie one on, they sell for a suggested retail price of \$16.50 a pair. For more info contact Garfield Research, Dept. MXA, P.O. Box 3564, Spartanburg, SC 29304; (803) 583-8011.



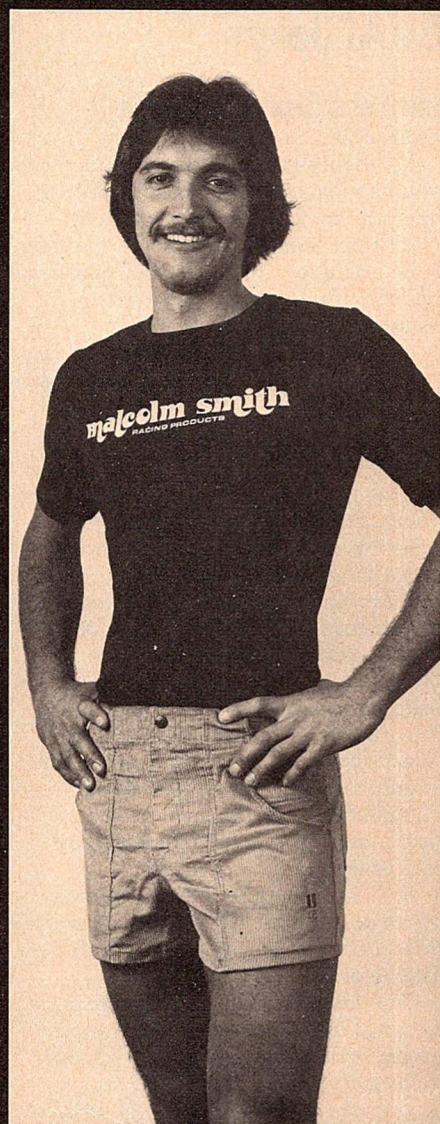
THIN IS IN

Wiseco's new "Super Lights" aren't a couple of Hollywood searchlights they have out front or a red-haired albino in back. They're pistons with walls that are thinner than those of ordinary pistons. But is thin better? They believe so, and claim thinner walls mean reduced weight, for better engine response. They also say they're quite strong and durable. The pistons come with two unbreakable chrome rings. They also claim that improved compression and increased horsepower will result with their pistons and rings. Wiseco "Super Lights" come in standard to .080-inch sizes. Available for the Suzuki RM125, Honda CR125 and Yamaha YZ125. For more information see your dealer or write Wiseco Pistons, Dept. MXA, 7201 Industrial Park Blvd., Mentor, Ohio 44060.



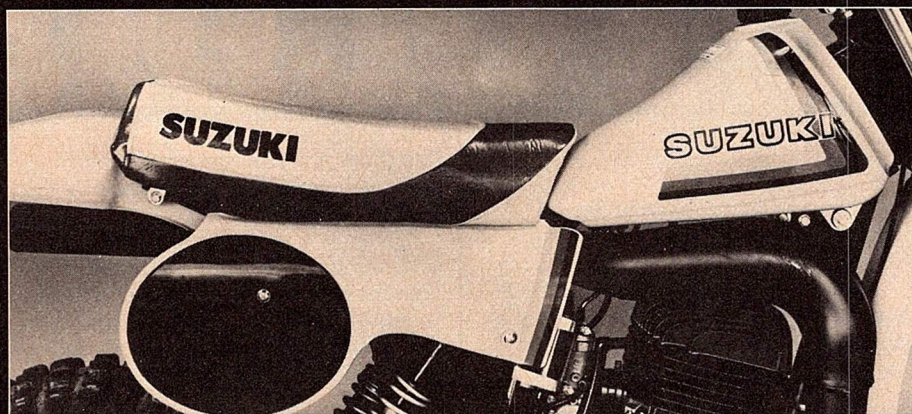
NECKS TO YOU

Hey, let's face it. Next to your neck, what else would you like next to you? Something that's soft, warm, fuzzy and makes you tingle all over. DG's new Turtle Nek-Saver jersey can do all those things for you. Sure, you say, but so does your girlfriend. Yeah, but can you put her on all the time and toss her in the laundry when you're through? The Nek-Saver affords the MX rider a little extra protection from roostville by protecting your Adam or Eve's apple. Available in factory logos and DG team colors. The 100-percent pre-shrunk cotton jerseys retail for \$22.50 each. See your local dealer or write DG Performance, Dept. MXA, 1170 Van Horne, Anaheim, California 92806; (714) 630-5471.



HEY SHORTY!

Shorty Pants? Didn't he do the stunt work for Hop-a-long Duster? Naw, it's probably these new short pants called "Smitty's" from Malcolm Smith. It seems cut-offs no longer cut it for after-moto wear. Sez noted fashion template, Mr. Blackwell, "It just isn't cheeky anymore, darling." Cheeky or not, you're sure to put your best one forward in these cotton corduroy shorts with Malcolm's stately logo emblazoned on the leg. Definitely the hot setup for stylin' in the pits or after-moto wear. The new "Smitty's" come in five sizes for a fanny-forming fit. Get a pair for your Moto-Fox and one for yourself. Available in yellow, light brown and blue. See your local dealer, or if you can't leave the house 'cause you ain't got no pants, write Malcolm Smith Racing, Dept. MXA, 7563 Indiana, Riverside, California 92504; (714) 686-1006.



ZOOT SCOOT

Motocross bikes seem to be suffering from an identity crisis. It seems that yellow plastic is the rage these daze at the local races. Everywhere you look, yellow, yellow, yellow. It's enough to make you see red, or turn green for that matter. The good guys over at GSM have decided to do something about this deplorable situation and are offering colorful two-tone seat covers that you can slip on and staple over your existing

stocker. They're calling them CLC Motocross Seat Covers, and they will retail for \$19.95 each. Available for Suzukis in yellow and blue, Hondas in red and yellow, Yamahas in yellow and black and Maicos in red and yellow. Each cover comes with the bike name printed on each side. Available through your local dealer or write Graham Sheet Metal, Dept. MXA, 3026 Raymer St., N. Hollywood, California 91605.



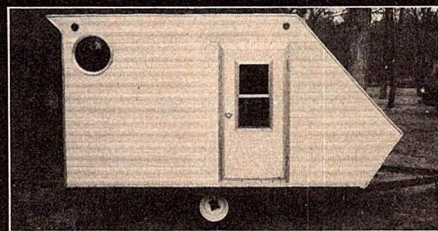
SIDI MIDI

Small bores should no longer have any reason to complain. Just because no one listens to their jokes at parties they feel persecuted. Well, in spite of what Randy Newman says, they can get their social standing back with their peer group by checking out Sidi's new line of Mini-cross boots in sizes one to five. These junior cycle boots feature the same fine craftsmanship and construction the Italian Sidi boot line is known for. The Mini-cross boot comes in black with blue and yellow accents and has a steel toe cap. It retails for \$79.95 and is available either through your local dealer or by writing Strada International, Dept. MXA, 13148 Saticoy St., N. Hollywood, California 91605; (213) 982-2000.



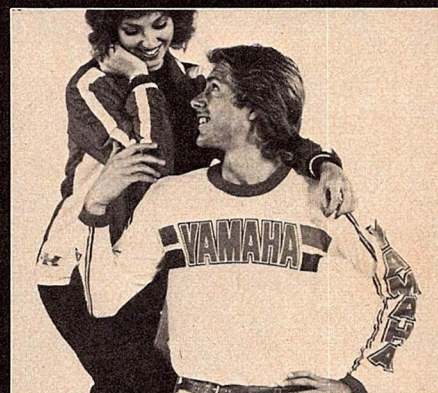
GROUND CONTROL TO MAJOR TOM

If you've ever had your buddy roost off his 490 Trench Digger in your face, taking your nose and snap-on face mask off your helmet, you might want to consider wearing a full-face helmet next time you're out moto-vating. Simpson Sports has a sano-looking helmet they call the Super X-1. The face guard is actually part of the helmet and can't pop off or be dislodged. They claim the "wide window" area increases peripheral vision, and it accepts all standard goggles. It also incorporates a "clavical collar," which reduces the chance of clobbering your clavical or collarbone against the base. The helmet comes complete with a five-snap Hallman-type visor in either black or yellow. It is Snell 75 and DOT approved and the suggested retail price is \$99.31. Send 50 cents for a catalog to Simpson Sports, Dept. MXA, 22630-1 Normandie, Torrance, California 90502; (213) 325-3575.



HOME ON THE ROAD

Roughing it on the road as a privateer is tough enough without pitting out of the back of your van. With Trailblazer's new Super Trailer you won't have to worry about your bike rolling over in its sleep and crushing you to death while you're trying to get some shut-eye. The Super Trailer's wind cutting, gas-saving low profile is said to enable you to jet out to the races instead of to the nearest gas pumps. A full seven feet wide by nine feet, ten inches in length, the inside height is five feet, so you'll need a tribe of pygmies as mechanics. A full range of options is also available. Ask about their group discount on pygmies. For more info contact Trailblazer, Dept. MXA, P.O. Box 106, Lebanon, NJ 08833.



BASHFUL BOB

Late for a date? Make a surefire impression on that new unit you've had your scan on at the races. With Hallman's new 50-percent cotton and 50-percent poly jersey, she'll see right away what a "macho man" you really are. And she'll probably never guess you live down at the YMCA, either. Hallman makes the jerseys extra-long so they stay tucked in during your moto instead of pulling out of your leathers and letting everyone know your grandma buys your underwear. Letters and numbers are available if you're planning some time in the pen. Also available in all the latest "works" designs. You can send \$3 for their '79 catalog or borrow your favorite dealer's letterhead and get it for free. Write Torsten Hallman Racing, Dept. MXA, 1300 Hill St., El Cajon, California 92020; (714) 442-0431.

PIT TRICKS

FIRST FOLDIN

Paying Peter and Paul

□ Since the upsurge in popularity of the moped, the infamous pit bike has suffered. The moped has the ability to blitz out into traffic, to go to school, the store or over to a friend's house, while pit bikes wait for a trip to the track. It gets to be a problem when you get in a

situation where you have to decide between functional transportation and fun teleportation.

We stumbled onto the Italjet Pack-A-Way by accident. Lance's dad had one sitting on the showroom floor. Jody and Lance always play with all the bikes in

the shop, and pretty soon they were outside having wheelie contests on the Pack-A-Way.

Because it has fat little 13.5 by six-inch tires it got good dirt traction. The 50cc moped automatic motor is a wheezer, like most mopeds, but we bored the 12mm carb out, gave the engine a once-over, removed the



The centerstand makes the perfect wheelie bar to keep a totally amused Clark Jones from being deposited on his back.

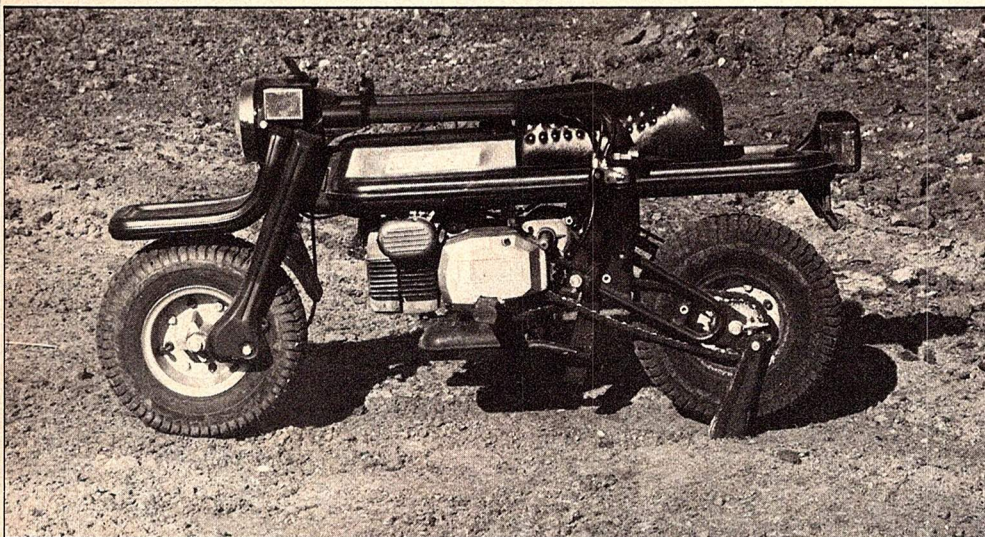


The Pack-A-Way is the true dual-purpose street/trail pit bike. Not only that, but it is so ugly that nobody will steal it while you are in geometry class.



Garbage can short-track will never be the same! All that power from a 12mm Dellorto.

G PIT MOPED?



The seat and bars fold up into one tight little package. It will fit in the back seat if the trunk is full.

swingarm covers and headed for the track. The Pack-A-Way is so named because it folds up into a compact 24 inches tall by 18 inches wide and 50 inches long. It is completely covered with rubber (even the gas tank), and it fit in the van even though we had three bikes in there already.

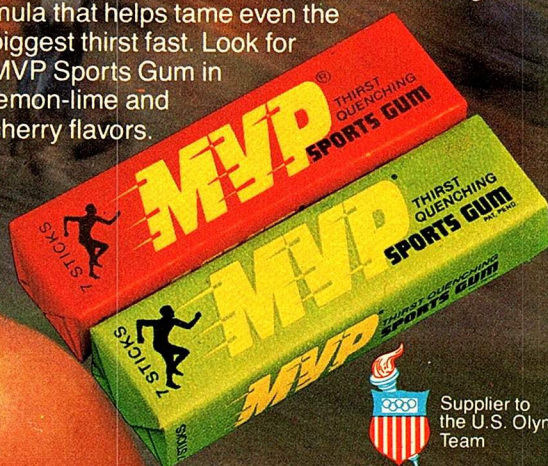
Pretty soon we started to take it to every race. You could hop on it and blitz out of the track down to the local Mac's and back between motos, but it was solid enough for a little around-the-pit play riding.

Best of all, during the week it can go to school, work or the store (legally). Although we consider its potent 1.2 horsepower the ultimate in pit transportation, mom and dad think it makes the perfect moped. For more info, contact Italjet USA, 7471 Greenbush Ave., No. Hollywood, California 91605.

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Circle number 10 on page 71

HELL'S BELL.



The new Bell Moto III. A new helmet that's been through hell and back. Tested and developed by champions like Bob Hannah, Roger DeCoster, Larry Roeseler and other super stars.

The new Moto III sets new helmet standards with its combination of safety and comfort features: smaller, lighter fiberglass shell for better balance. Contoured to protect nose, mouth and chin (eliminates need for face masks). Slotted air vents for increased air supply. The first integral

dust filter. New fade-resistant finish, in red, yellow or white. Five-snap Halman-type visor. Distinctive Bell graphics. Snell '75 and DOT approved.

Bell's new Moto III is the first in a new helmet generation. Made to protect all riders who like to win or play hard, come hell or high water.

Bell Helmets, Inc., 15301 Shoemaker Ave., Norwalk, CA 90650.



FACTORY EXOTIC

WORKS:

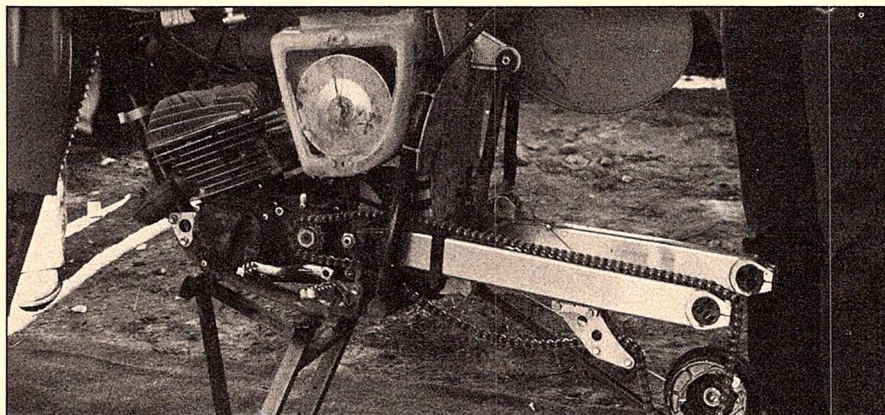
DO NOT TOUCH

One YZ with the works

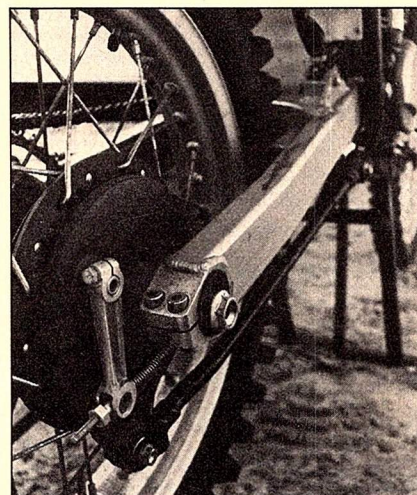
TEAM KAWASAKI



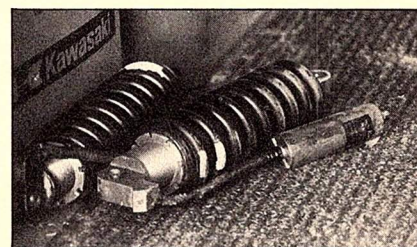
Kawasaki's KX250 monoshock, dubbed the Uni-Trak, tips the scales at 208 pounds. It takes a quick eye to spot the lack of shocks under the FIM side panels. The engine is a reed-valved 249cc magnesium powerhouse. Rear wheel travel is set at 12 inches.



Stripped of its side panels the unique road-race-developed suspension shows its charms. With a series of interchangeable levers and shocks the travel could exceed 15 inches. The countershaft sprocket is not exceptionally close to the swingarm. This flaw manifests itself in the makeshift welded-up motor mounts on the rear of the engine.

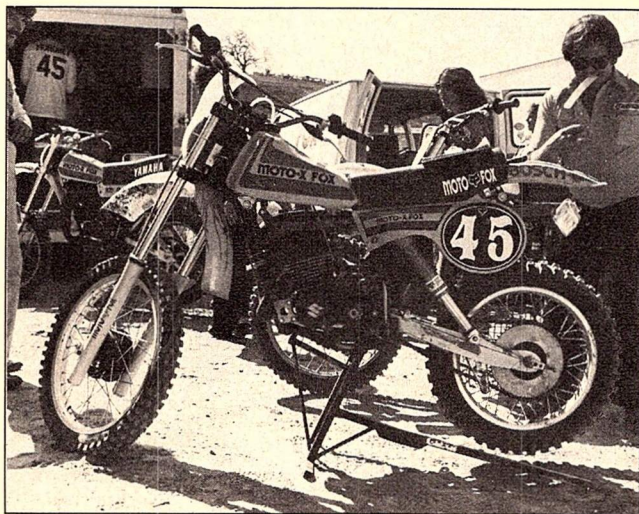


Looking down the long aluminum swingarm reveals that the Kawasaki's chain is adjusted by the use of an eccentric cam. It is also possible to alter the height of the bike by almost one inch.

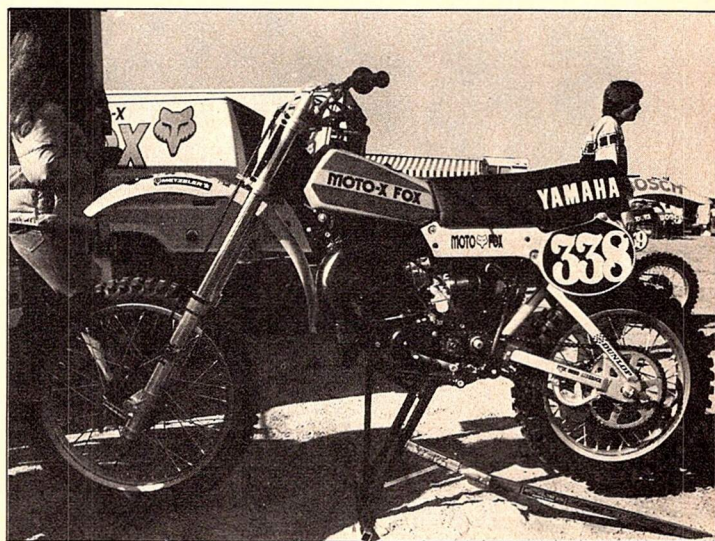


The Kayaba (KYB) unit is a large aluminum-bodied DeCarbon-type shock with less than three inches of stroke. Preload is set by turning the notched ring. Early reports indicate that the shocks might suffer from frequent seizures and locking problems.

TEAM MOTO-X FOX



Pat Moroney's RM125 was suspended on Fox Airshox and Simons forks. The stock swingarm was used, although the front fender was discarded for a Petty fender, while an RM125C rear fender was mounted on the back. Privateer Jimmy Martin from Texas used his RM125C rear fender and motor! It was a popular combination.

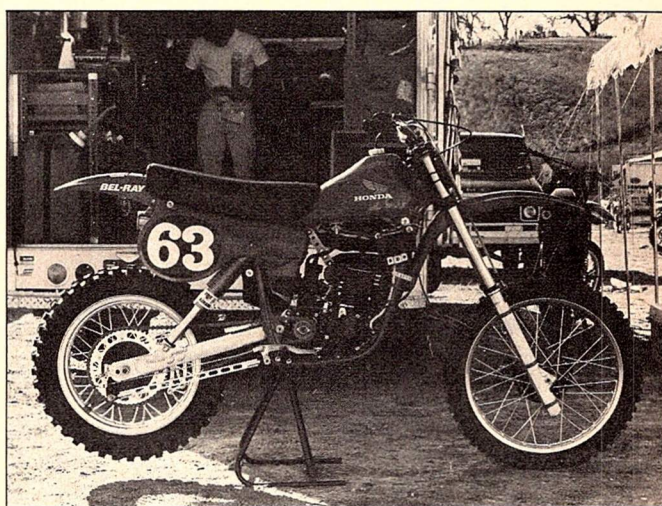


Donnie Cantaloupi's Moto-X Fox YZ125 utilized the new 44mm Fox forks and a special Fox Monoshox. Thanks to careful machining and construction by mechanic Chuck Tannlund the Fox bike weighed 186 pounds. That is ten pounds lighter than stock, and ten pounds heavier than factory.

TEAM HONDA

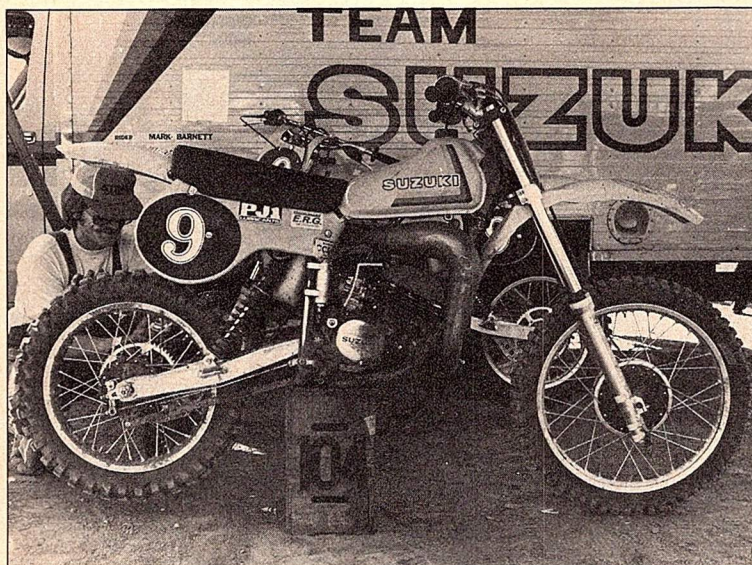


Jim Gibson regained his factory Honda ride, and arrived at Hangtown with the latest works 125 Honda. The factory Honda motors are black this year, so get out the spray cans. The special aluminum-bodied Showa shocks blew out in the first moto and made the bike unrideable. The long aluminum swingarm allows the shocks to lay down at a steep angle. Gibson had a bad day and earned no points at Hangtown, after the shocks blew there were no replacements. The hump-backed RC gastank is available from DG Performance Specialties in Anaheim.

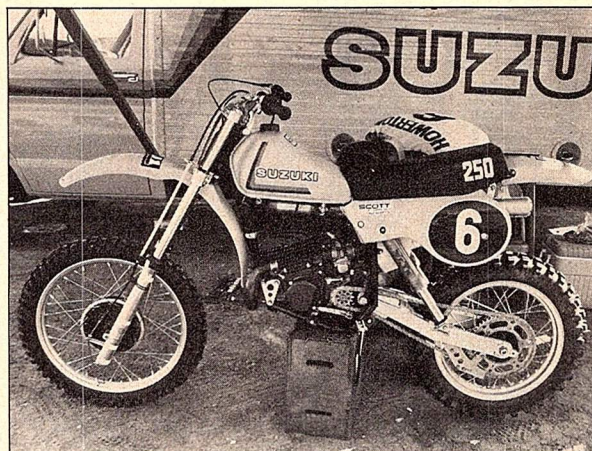


Steve Wise's RC250 Honda had a long-stroke, torque motor mated to a double-cradle frame. The new frame was necessary to handle the center port exhaust. The wheels are extremely light, sand-cast magnesium models. Steve chose Fox shocks after testing Showas and Ohlins. The carburetor is magnesium and the complete engine weighs five pounds less than a stocker. Honda was worried about losing this special ignition, so in many ways they were relieved that it was Tripes bike that was claimed.

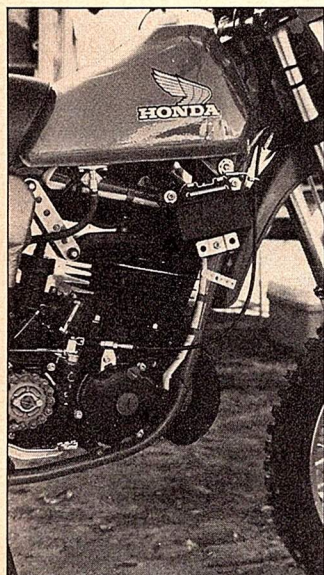
TEAM SUZUKI



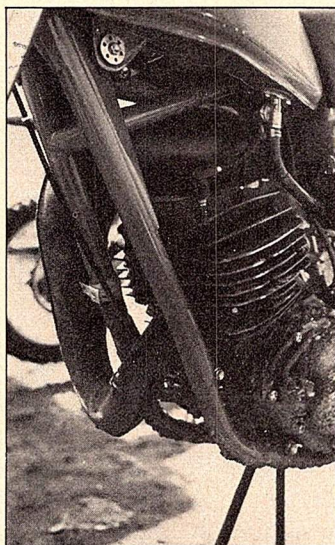
The RA125s of Barnett and Myerscough bear little resemblance to the production RMs. The double-downtube frame holds a completely redesigned motor that is radically canted forward in the frame. The front hub is off of the 250 works bike and provides maximum braking power.



Kent Howerton's RH250 works Suzuki weighs in just two pounds above the AMA minimum 196 pounds. The shocks are single-rate air/oil Kayaba F-Series models in 16.5-inch length. These shocks will be available to the public soon. The bike bears a close resemblance to a production Suzuki, but with exotic metals and careful detailing. The chain is kept in place by several rollers and a large chain guide. The guide has nylon blocks on each side of it that rub against the sprocket to keep a crash from bending it. Expect the 500cc Suzukis to have conventional reed valves instead of case reeds.

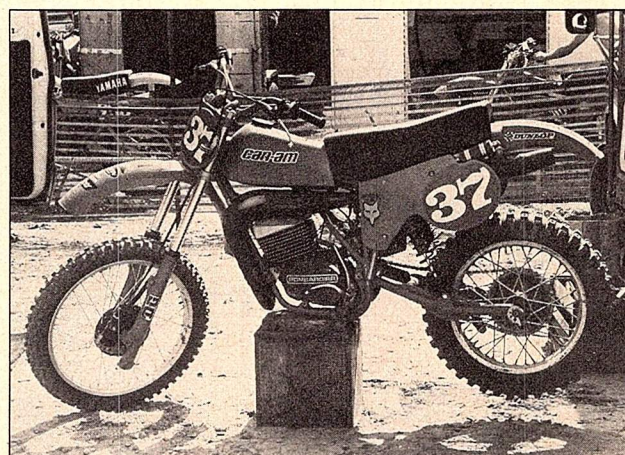


The trickiest item on Wise's RC250 Honda was the battery pack ignition. Only Wise's bike sports this trick free-revving total-loss ignition system. The battery must be charged between motos.



The Honda 125s of Warren Reid and Jim Gibson were down on power at Hangtown. The double-downtube frame, back in vogue this year, and center-port motor don't look the least bit like production units.

TEAM CAN-AM



Tony DiStefano's Can-Am MX-5 was basically a stock motorcycle with the addition of a Mikuni carb, bent swingarm, Ohlins shocks and a Puch magnesium rear wheel. The swingarm is the stock chrome moly unit that was carefully bent in a jig to allow the use of longer shocks. This motor seized and a stock motor was put in in less than ten minutes.

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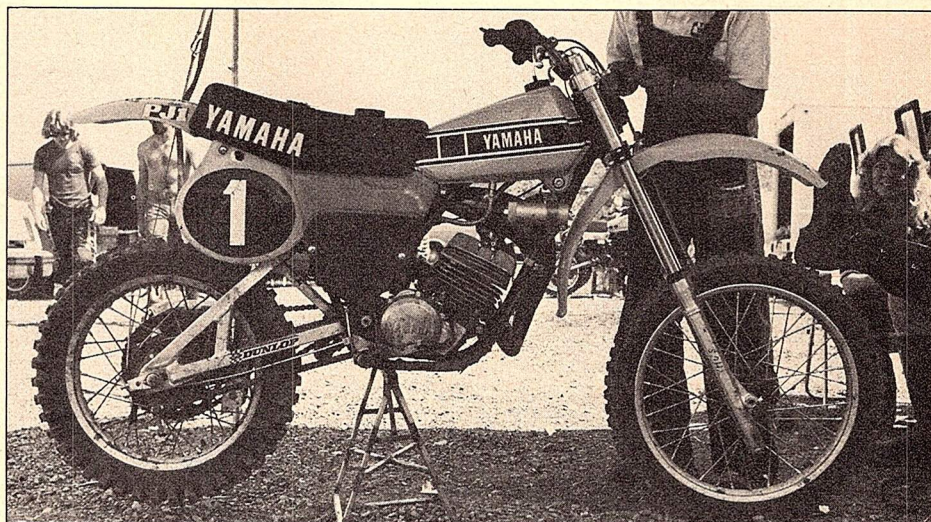
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TEAM YAMAHA

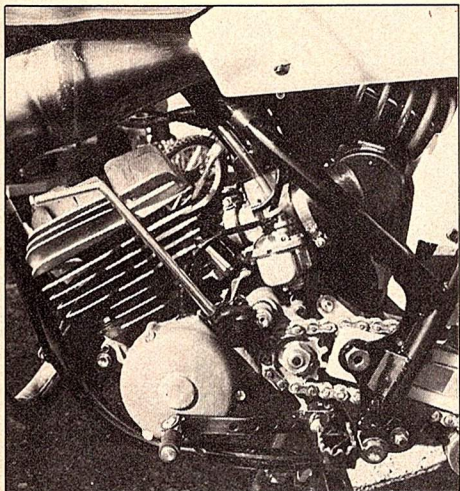


Broc Glover's OW125 Yamaha has completely given up on its water-cooled heritage. Gone are the miscellaneous pieces of plumbing apparatus that hung on last year's machine. The OW125 uses extremely small-diameter tubing, and just the barest of frames to keep weight down. The aluminum shock reservoir mounts to the front downtube. The six-speed motor is about two-thirds the size of a production YZ125 engine. The weight of the machine is 176 pounds.

TEAM MAICO

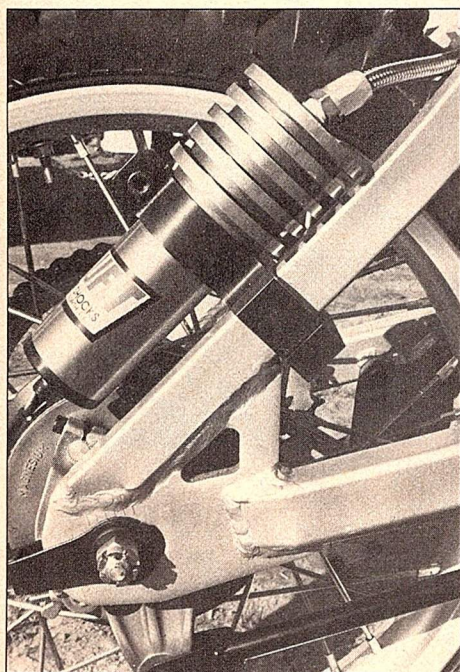


Danny "Magoo" Chandler broke in both motos and practice, but when his Maico worked it was as fast as anything. The swingarm is by the Crotch Rocket Factory of Goleta, California, and the shocks are Fox air.



The Yamaha OW125 engine had the broadest power of all the 125 works bikes. The reed-valved, magnesium 123cc engine had the kickstarter shaft stacked on top of the transmission gears. The cylinder fins were cut away to let the kickstarter swing out of the way. All the bolts are titanium.

TEAM LUFT



Ron Turner's Luft YZ125 Yamaha had all the brackets machined out of aluminum. This new Luft reservoir and mounting bracket is being tested for possible sale.

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has even more film strength that allows it to be mixed at leaner oil to gas ratios. MC-1 has a new improved detergent package that burns cleaner and extends engine life.

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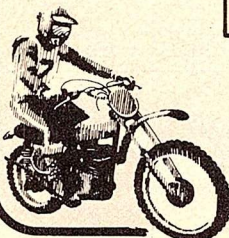
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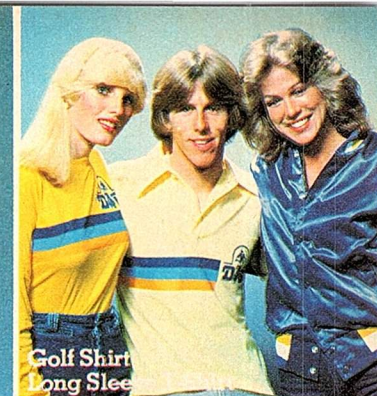
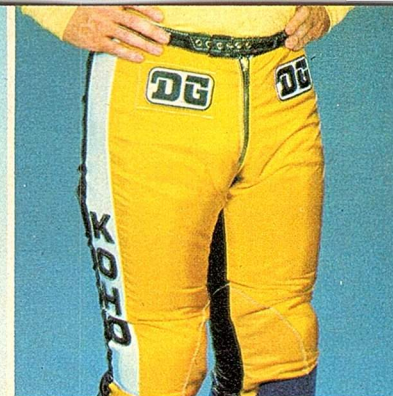
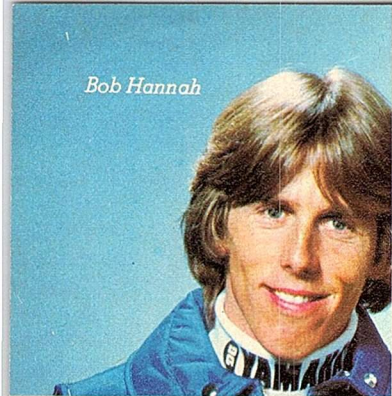
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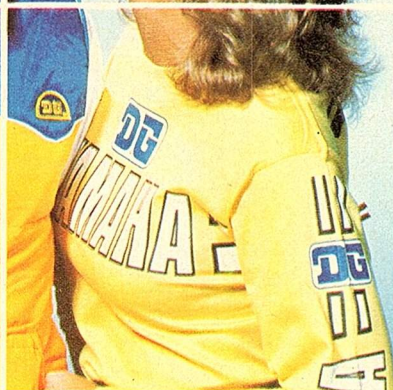
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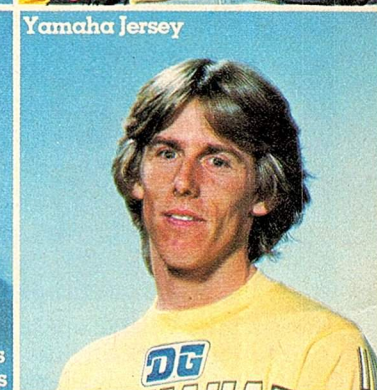
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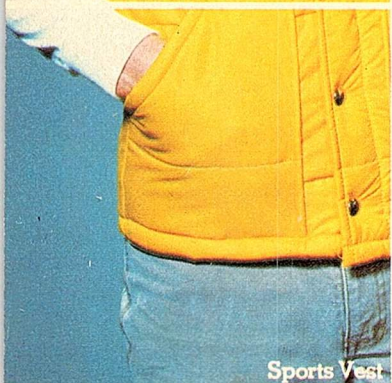
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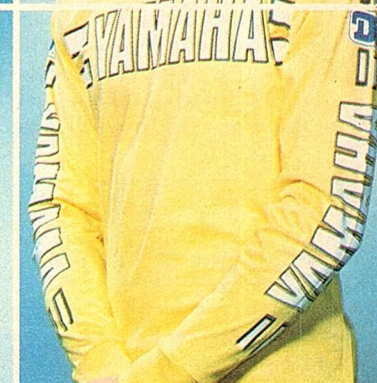
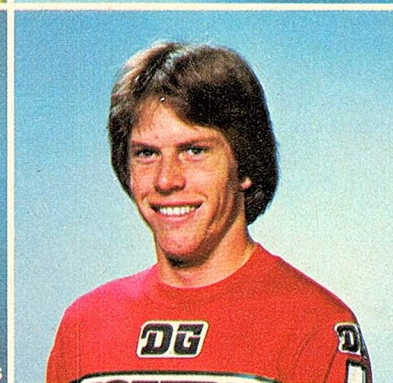
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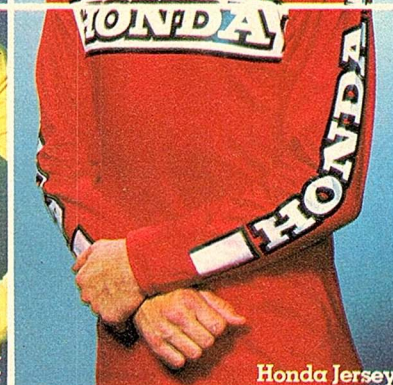
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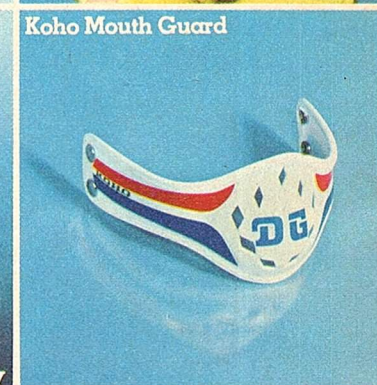
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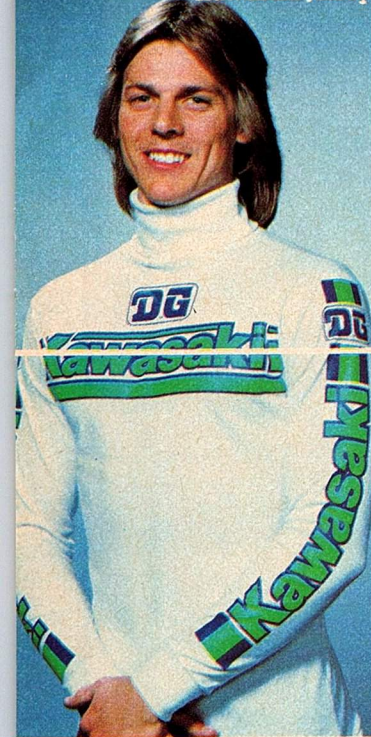
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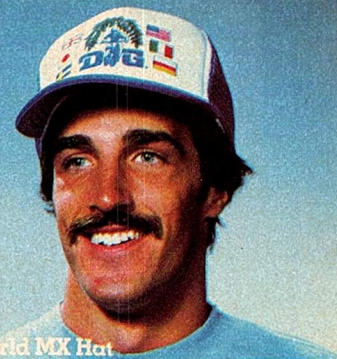


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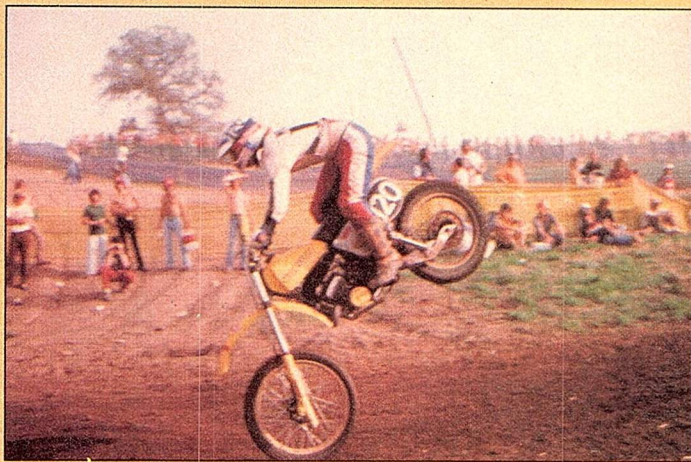
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in



Ken Boyko



As important as the starts were, riding skill on the high-speed Hangtown track paid off. Texan Mel Newman survived this white-knuckler, while MXA test rider Clark Jones (529) tied for fifth Myerscough (3) got Glover (1) in the end.

125/250 NATIONAL CHAMPIONSHIP

FEAR AND LOATHING AT HANGTOWN

Roeder Rooter

By Jody Weisel

Hannah has them psyched out all the way from the starting line back to the corporate offices of the Big Four. Suzuki, Honda and Kawasaki are racing for second place, and eating a lot of crow over the Telex wires between L.A. and Tokyo. Two out of three team managers from last year are missing in action (Tim Smith and Terry Mulligan), and have been replaced with *guidance-by-committee*.

Kawasaki has a squadron of personnel performing managerial functions, while at the same time spreading responsibility for any losses Hannah might inflict on them. Honda has made the same sort of organizational arrangement. The Racing Department has a new head figure, Dennis McKay, but the team takes its direction from Gunnar Lindstrom. Only Suzuki has increased the power base under its current team manager, Mark Blackwell, to the point where he can function without the purse strings snapping shut.

The riders aren't in much better shape. A few boast that they can beat Hannah, but most of the boosters are in the 500 class, where he *ain't*. If any of them think they can stick with him for 45 minutes, they didn't show it at Hangtown.

GUNNING FOR THE FASTEST GUNS

Because the troops have deserted the 250 class, only the brave or young remain to contest it. Three riders from

last year's top ten 250 riders dared to face down the fastest gun in the 250 class — that is three riders counting Hannah! Hannah, Howerton and Weinert were the only sailors left on board the sinking 250 ship.

Paradoxically, because the riders ran for the cover of the 500 class, young privateers are beginning to make notches on their own machines. When the showdown at Hangtown was over, only five factory riders were in the top 20.

Rex Staten, Mike Bell, Tommy Croft, Gaylon Mosier, Rick Burgett, Darrell Shultz, Danny LaPorte, Marty Smith, Gary Semics, Rich Eierstedt, Steve Stackable, Billy Grossi and Jimmy Ellis will be contesting the 500 class this year.

GETTING THERE IS HALF THE FUN

The Hangtown track was moved from its Plymouth, California, location closer to the state capital of Sacramento. The track site was formerly an ICBM missile installation, and the drive up the pit road was highlighted by hollow craters that used to mark the silo location.

Sacramento is eight hours away from Los Angeles across a vast stretch of barren, ruler-edged highway. There are no scenic coast routes to Sacramento, just flat land and the aroma of steer manure.

Thirty thousand spectators jammed down a two-lane road like lemmings to the sea. The traffic backed up so far that

people abandoned their cars and hiked in.

125 privateer Jimmy Martin had slept late at the Rancho Cordova motel, while his Race Ready mechanics went out to the track at 6:30. About two miles from the track and 15,000 cars down the line Martin realized that at this pace he was going to miss practice. He jumped out into the road and ran like a madman two miles to the pits. He made it in time for practice, but his performance was less than dazzling that day.

Tony DiStefano's Team Can-Am truck ran out of gas twice during the weekend, because of its thirsty nature and the oil companies' rationing. It set a bad tone for the race as his mechanic forgot to mix oil in the gas for his qualifier and he fried his crank.

Scott Gillman debuted as Team Suzuki's new 250 rider, replacing Darrell Shultz, who broke his hand a week before the National season began. Gillman's luck was worse than Tony D's as a qualifier crash aggravated a shoulder injury and turned him into a spectator at his first high-class National.

Kawasaki was hiding out. They didn't show up at Tech Inspection on Saturday, but chose to have the bikes checked inside the pits on Sunday morning. All the secrecy was capped off when they pulled the team trucks into a wagon train circle and strung banners to keep intruders out. All the hoopla was over their new KX125 and KX250 monoshocks.

HANGTOWN

MINICYCLE KIDS AND PRIVATEERS

The 125 class was like a madhouse. Suzuki, Kawasaki, Yamaha and Honda showed up with new works bikes. Each one was trickier than the other, and no one gave an inch of travel or an ounce of weight away. For the lucky riders on the factory iron, it was going to be a dominant day, thanks to more ponies, better handling and a 20-pound weight advantage.

Team Yamaha consisted of Broc Glover. Already a two-time National Champion, Glover was the man to beat,

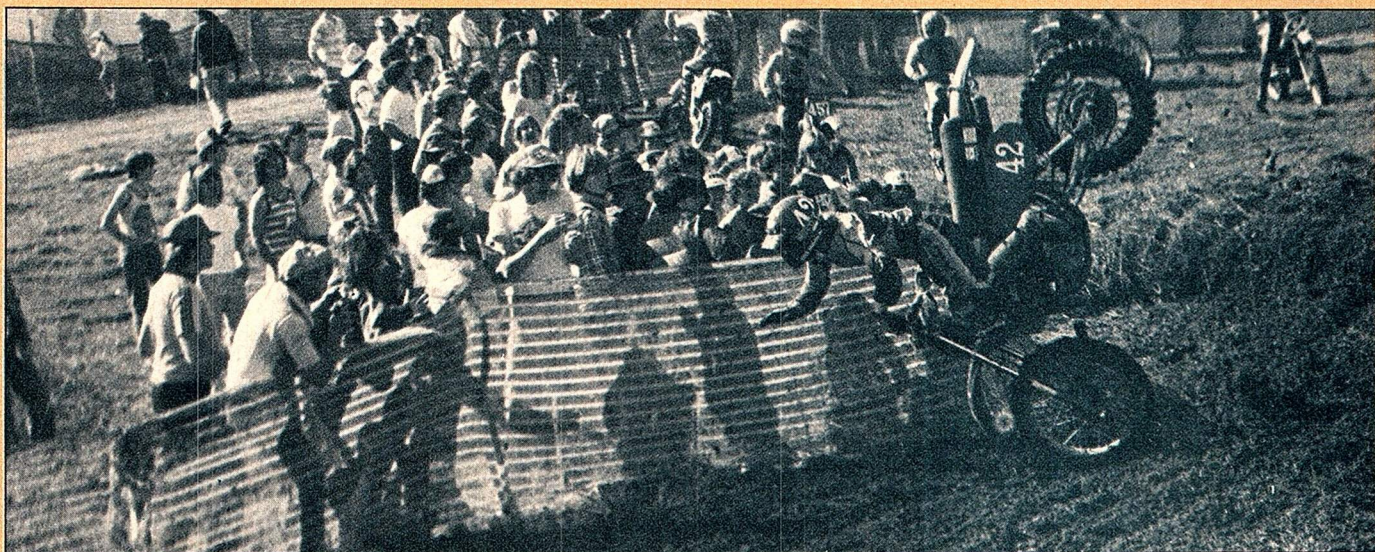
and his machine was the ultimate in functional starkness. There wasn't a single trick item on the Yamaha 125 because the whole bike was trick.

Team Suzuki was pinning their hopes on Brian Myerscough and Mark Barnett. Suzuki unveiled an air-cooled version of what will be Akira Watanabe's and Harry Everts' water-cooled World Championship RA125s. Because of the American claiming rule, in which anyone entered in the same event can buy the winner's bike, Suzuki elected to mount air-cooled cylinders.

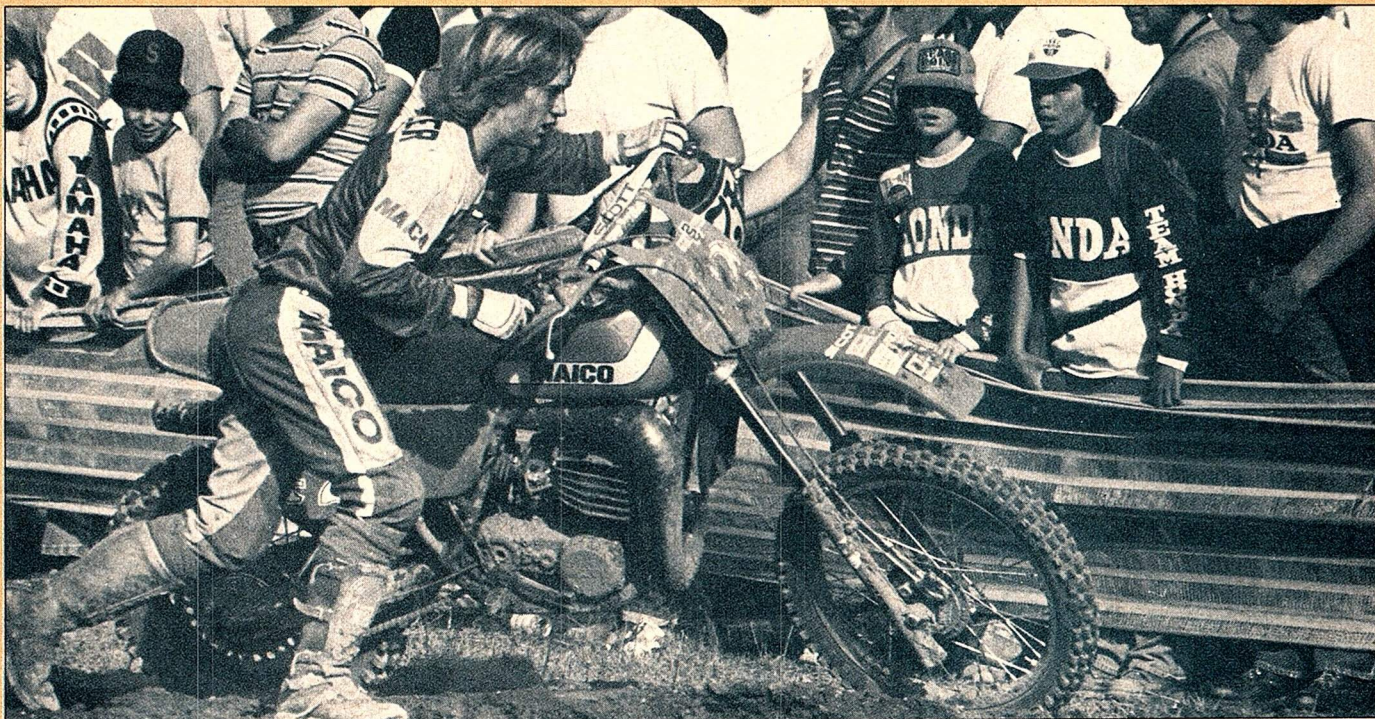
Myerscough was many times National Minicycle Champion, while Barnett was 1976 National Amateur Champion.

Kawasaki went for the same combo: National Minicycle Champion Jeff Ward and 1978 National Amateur Champion Chappy Blose. But Ward got the unique monoshock Kawasaki, while Blose rode a bike very similar to last year's works bike.

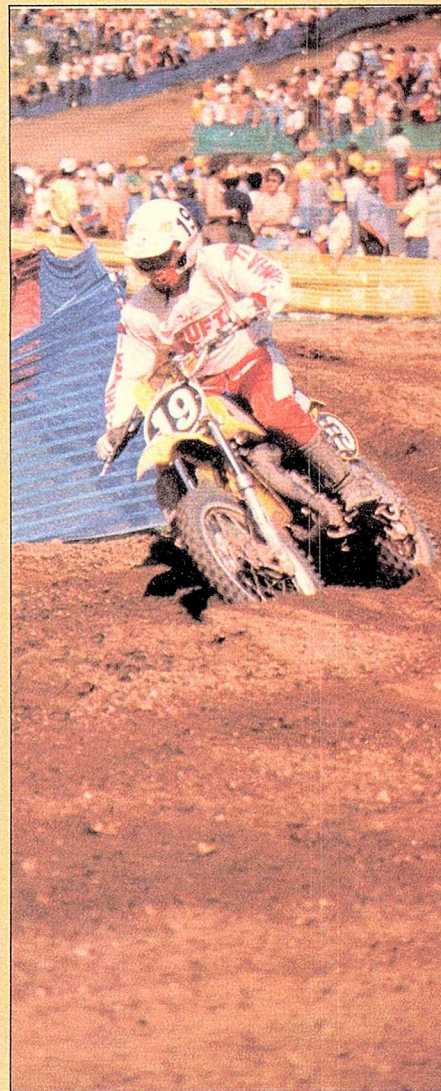
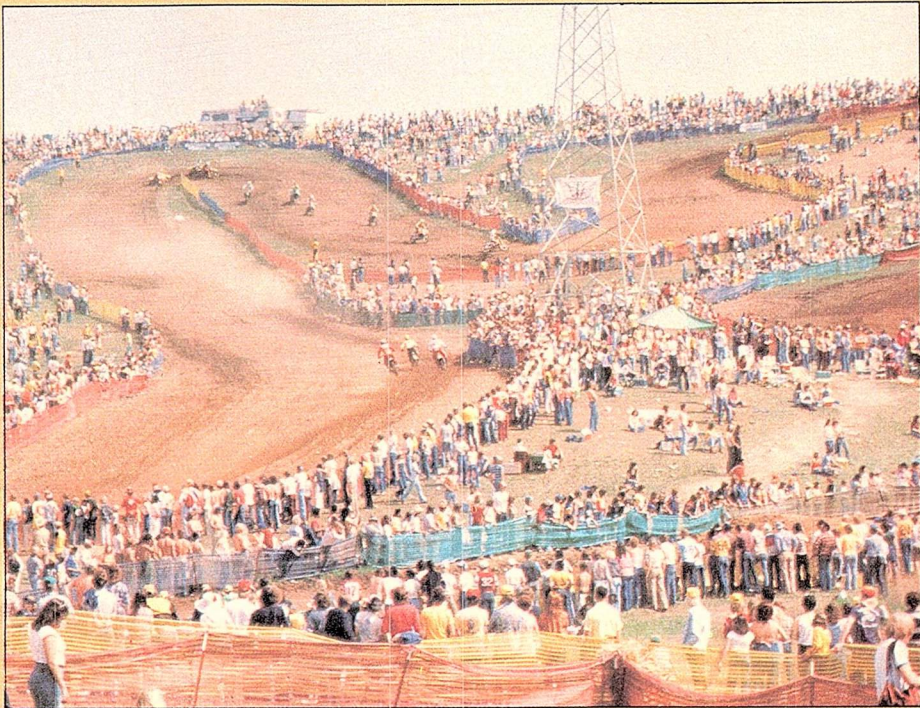
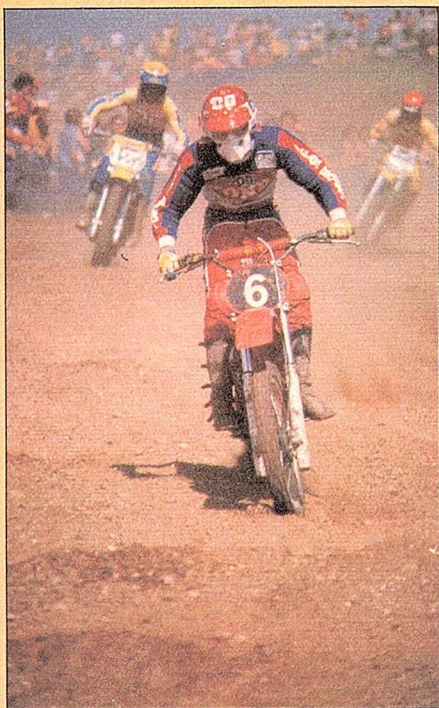
Since all the Minicycle Champions and National Amateur Champions were gone, Honda decided to rehire once-fired Jim Gibson to join Warren Reid on



James Gillis



The unanimous crowd favorite was Danny "Magoo" Chandler. This is Magoo's year, but Hangtown wasn't his day. Chandler stopped to aid an injured rider in the first moto, and broke three laps into the second. When this kid comes to your town, line the fences to see him. He is a wild man!



The crowd scene was stupendous. For Warren Reid (6), Johnny O'Mara and Radical Ron Turner (19) it was a day of vistas dominated by cheering masses.

HANGTOWN

the new center-port, double-downtube-framed Honda RC125s. Former Texas Minicycle Champion Shaun Kelley was given a modified production bike for the weekend, but couldn't adjust. Only three Honda 125s were in the starting field of 40 bikes, and only two finished in the top 20: Warren Reid on a slow works bike and Team DG's John Greenway on a rocketship private entry.

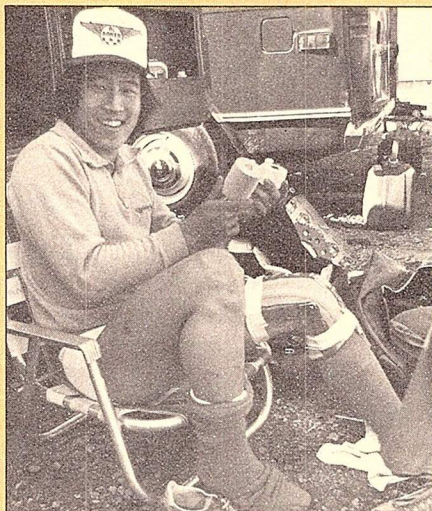
The first 125 moto was holed by Randy Hess, a DG rider from Southern California. Jeff Ward closed on Hess and passed him at the top of the uphill. Hess shocked the crowd by repassing Ward, and leading for another full lap. From that point on only four riders were in the race: Ward, Myerscough, Glover and Barnett. Glover dispatched the two Minicycle Champions and set a blistering pace up front. Mark Barnett, meanwhile, was doing the same thing from last place.

The only real excitement came when Glover lost the lens from his goggles and stopped to have it fixed. Glover's pit stop closed the gaps, and the last two laps were a balls-to-the-wall four-bike freight train. The first-moto results were posted with Glover, Ward, Myerscough and Barnett in the top spots.

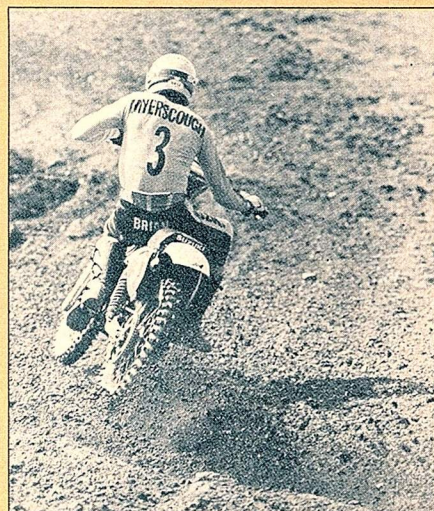
Privateers Donnie Cantaloupi and Pat Jacobsen were fifth and sixth, while Warren Reid was seventh.

Glover's machine-like precision in the first moto came to an end in the big mudhole on the first lap of the second moto. Glover came to grief on the first go-around. While Glover was up and away in last place, Radical Ron Turner had his Luft Yamaha out front. Jeff Ward was in second, followed by LOP's David Taylor, Myerscough and Barnett. By the halfway point it was a replay of an NMA Minicycle National with Jeff Ward leading and Brian Myerscough pressuring. Ron Turner hung on to third until a flat rear tire dropped him off the pace. With ten minutes left to go the same four riders from the first moto were in the lead, only in reverse order. Myerscough led, with Barnett, Ward and Glover in the hunt.

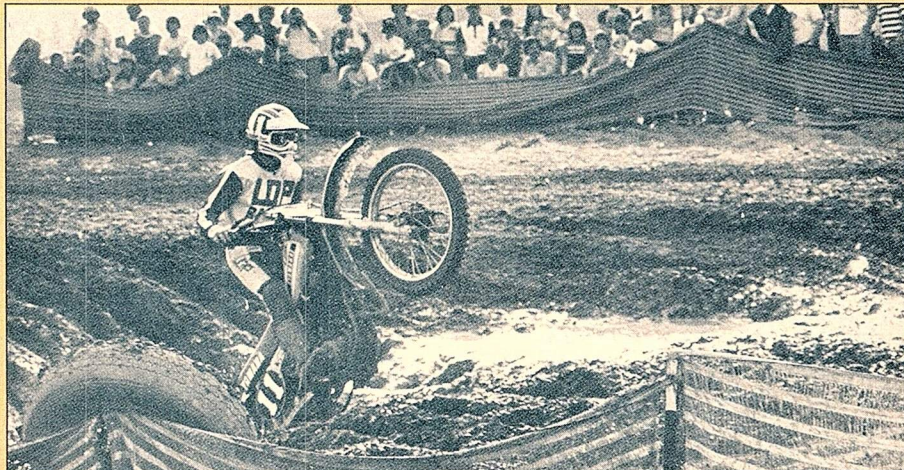
Suzuki started to sweat. It was obvious that Broc Glover's charge was going to carry him past Kawasaki's Jeff Ward. Glover would then end up with a 1-3 score for the day. But it was also obvious that Mark Barnett's charge would carry him past leader Brian Myerscough. If that happened Myerscough would end up with a 3-2 score, and Glover would win. As Suzuki crossed their fingers and hoped that Team Suzuki rider Mark Barnett wouldn't catch Team Suzuki rider Brian Myerscough, the Minicycle



FMF's Greg Toyama is motocross's version of the bionic man. Even the braces didn't keep him together for both motos.



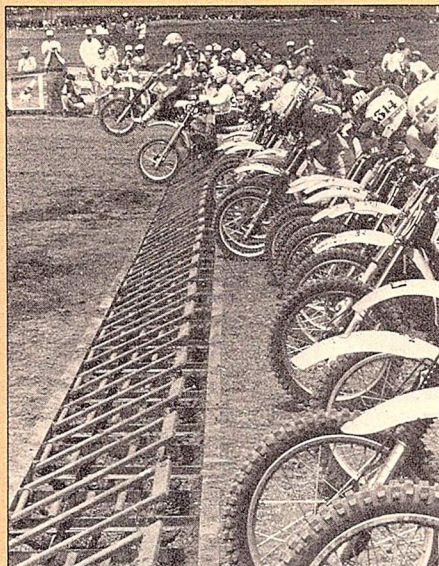
Flyin' Brian Myerscough is the first Minicycle Champion to ever win a National Championship event in the big leagues. He won't be the last.



David Taylor is about to hit the other side of the Hangtown mudhole. It will snap every orifice in his body closed so fast the pucker will be heard back in L.A.



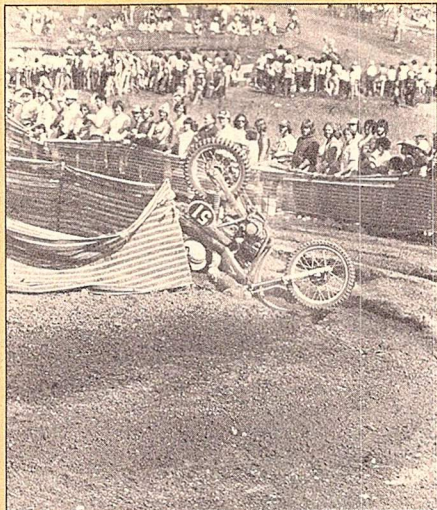
Steve Wise's battery-powered RC250 went dead on the track. Steve's first-moto charge from dead last to seventh makes him a serious 250 contender.



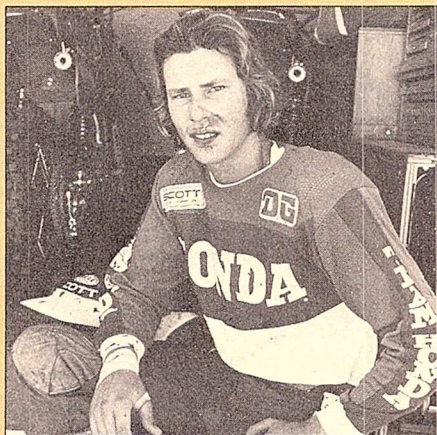
The starting gate was a joke. It fell backwards, but was so low that it could be jumped. Of course it was.



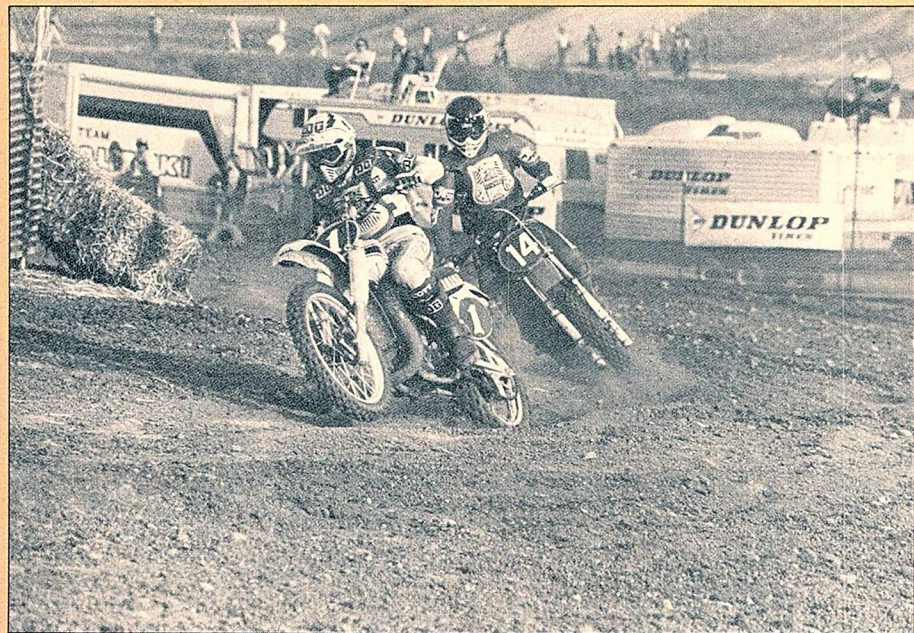
Broc Glover was dominant even in a losing role. Glover is the odds-on favorite to repeat the 125 title. His no-frills riding style is machine-like.



If you have ever wished for a factory ride, then you probably can empathize with Jim Gibson. He got one, and then went out and got himself into this position.



Shaun Kelley got a chance to ride a CR125R for the factory at Hangtown. It was a tough day.



Marty Tripes (14) and Bob Hannah put on a two-man show in the second moto. It was a lot more exciting than Hannah's one-man band in the first round.

Champ found some extra energy and held on to win the moto, and the overall, by a slim five feet.

DEVASTATION ROW

When the 250s were 50 feet down the starting line Bob Hannah was already a bike length ahead. When they were halfway around the track he was 100 yards ahead, and when the race was over the nearest rider was one minute and 33 seconds adrift.

The race for second was great, but Hannah's devastation made it second-rate. Weinert ran a strong second until unknown and untouted Moto-X Fox rider Larry Wosick, on a CR250R Honda, blasted past the startled factory rider and led the Jammer a merry chase. Wosick, a local favorite, was putting it to Weinert until the halfway point, when he lost his concentration and the Kawasaki slipped back past. Unnoticed was the advance of Marty Tripes. Tripes, in what would be his last ride on that particular factory Honda, came flying by Wosick and Weinert, and with one lap to go was a sure thing for second. But the Jammer had other thoughts, and did a banzai charge down the rolling hills and caught Tripes napping into an off-camber left-hand corner. Weinert got inside and negotiated the final three corners for second place.

The second moto was punctuated by a collective sigh and a rush on the concession stands as Hannah grabbed a holeshot and started to pull away. Many people started to hike for their cars, but the race wasn't over. From out of the pack came the one man with the ability to challenge Hannah. Marty Tripes started a relentless pursuit. At one point 220-pound Tripes outpulled 165-pound Hannah up a long, steep hill and stuffed it under him. Hannah came right back and jammed the Honda rider on the downhill side. For 30 minutes they rode like men possessed until Hannah pulled away. When Hannah discovered that his brake was clogged with dirt he stopped to clean it, and Tripes pulled up behind with a new lease on the moto. But the Honda's exhaust pipe cracked and Marty dropped back, content to settle for second and leave the accounting for another day.

Other riders were in the race, but so far behind that no one noticed. Young flash Larry Wosick suffered a serious accident while running fourth. A spectator jumped the fence and ran across the track directly into Wosick's path. The collision knocked Wosick out and sent the errant spectator to the hospital. Jeff Jennings, the former boy wonder who was sent into exile two years ago, came roaring back on a private RM250N to finish fourth overall behind Kent Howerton.



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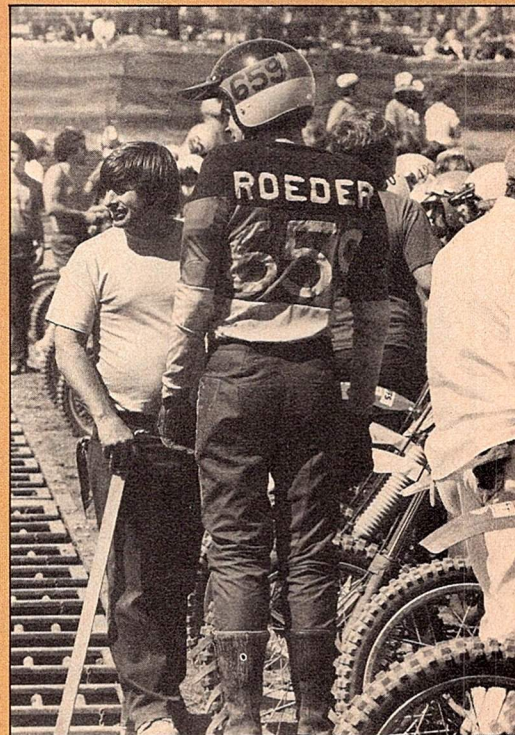
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HANGTOW!

In a battle of the privateers, Clark Jones on the Standard Crank CR250R Honda and Mark "Madman" Lawrence on a Yamaha finished in a tie for fifth.

THE CLAIM JUMPERS RETURN

The factories were worried. They had been huddling all day because they had heard that someone was going to claim a bike. John Roeder, who had unsuccessfully claimed at Oakland, dropped in a claim at the 30-minute mark after the moto for Marty Tripes'



Tall and lanky John Roeder has become the most feared man in motocross. He is also the newest rider on the circuit with a factory RC250 Honda!



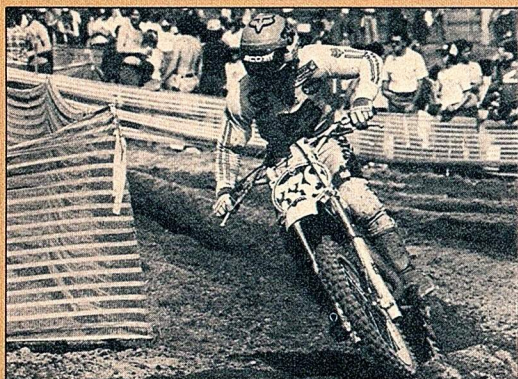
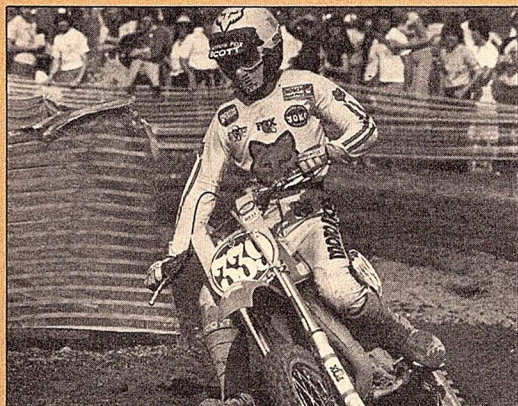
Jeff Jennings was top privateer in the 250 class with a startling fourth overall. In the second moto he diced with Mark Gregson (29) before moving up to finish fourth.

Circle number 13 on page 71

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RC250 Honda. The four factories teamed up against the privateer and tossed in nine additional claim checks. Roeder, not to be outdone, came up with a second \$3500 check that a friend filed. It was a *nine-to-two* gamble with a drawing to decide who would get the bike. The lowest number would win. Roeder reached in and drew his hand out with number one.

The factories went into shock. The only thing that scares the factories more than Bob Hannah is John Roeder! ☐



The Fox Flyers, Larry Wosick (339) and Donnie Cantaloupi (338), were top privateers in three out of four motos.

HANGTOWN 125 RESULTS

- | | |
|----------------------|-----|
| 1. Brian Myerscough | Suz |
| 2. Broc Glover | Yam |
| 3. Mark Barnett | Suz |
| 4. Jeff Ward | Kaw |
| 5. Warren Reid | Hon |
| 6. Donnie Cantaloupi | Yam |
| 7. Pat Jacobsen | Suz |
| 8. David Taylor | Yam |
| 9. Danny Turner | Kaw |
| 10. Pat Moroney | Suz |

HANGTOWN 250 RESULTS

- | | |
|-------------------|-----|
| 1. Bob Hannah | Yam |
| 2. Marty Tripes | Hon |
| 3. Kent Howerton | Suz |
| 4. Jeff Jennings | Suz |
| 5. Mark Lawrence | Yam |
| 6. Clark Jones | Hon |
| 7. Jim Weinert | Kaw |
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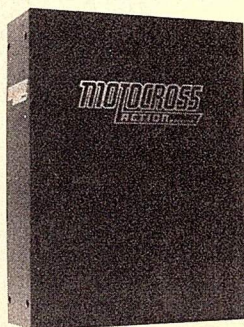
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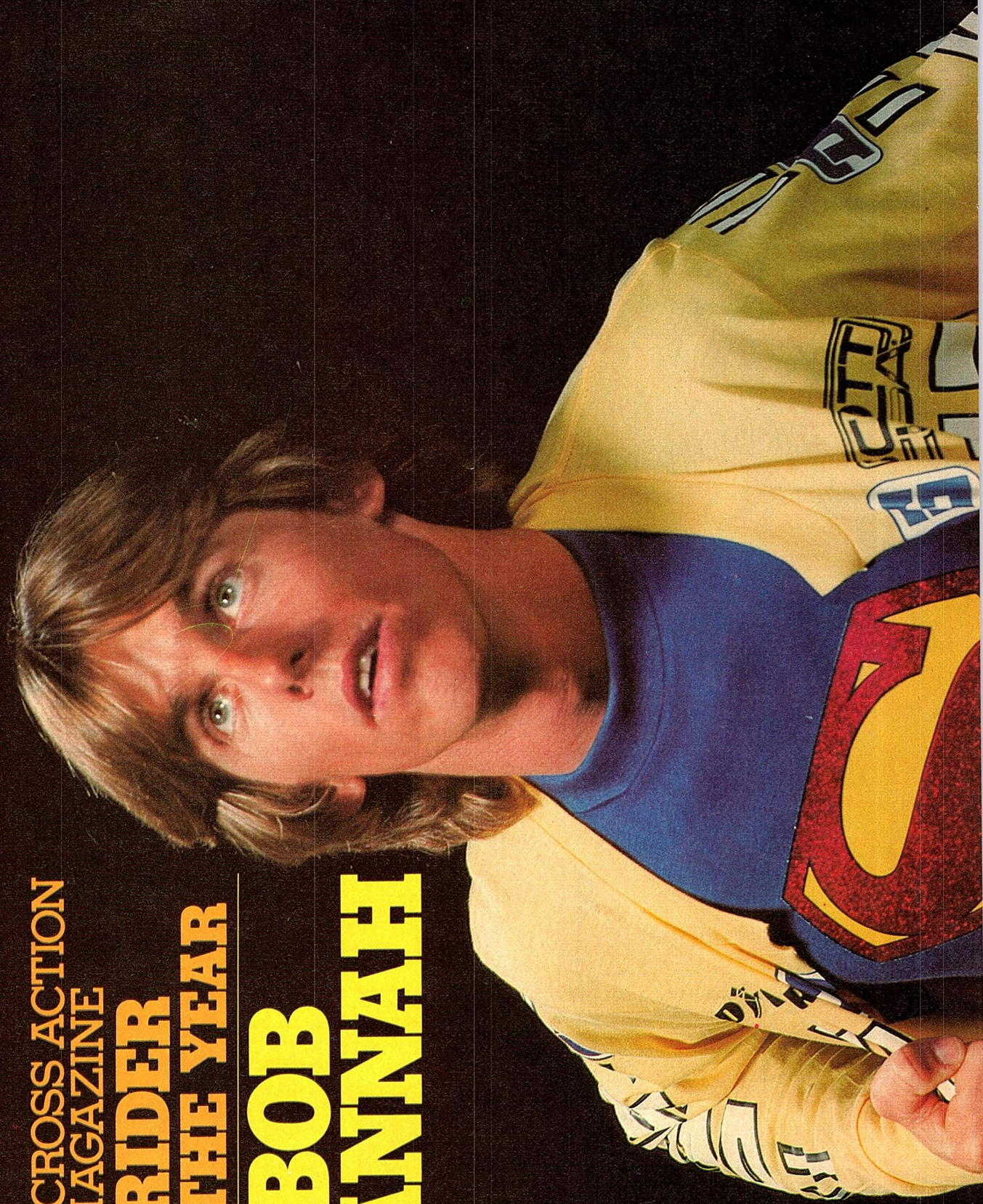
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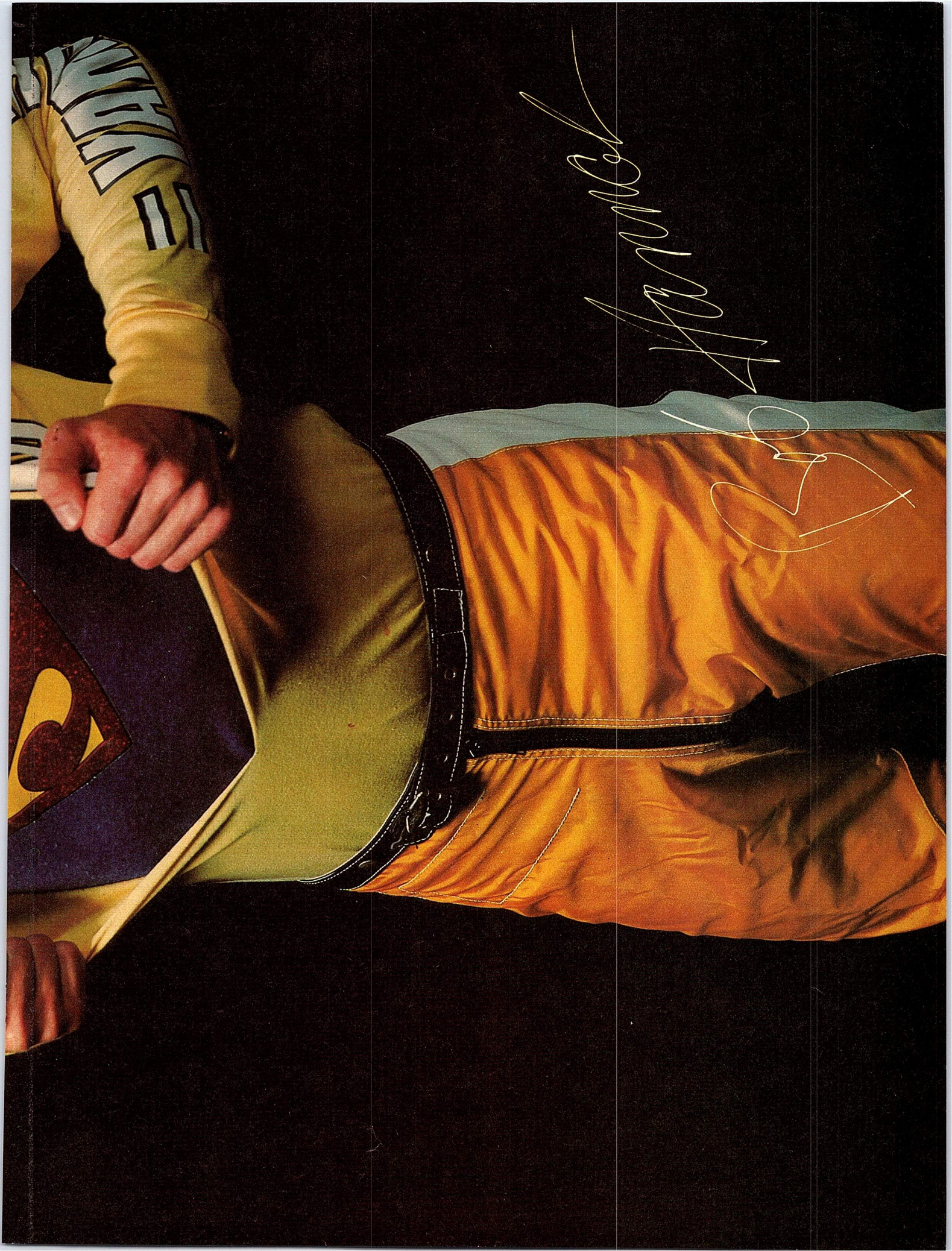
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OF THE YEAR**

**BOB
HANNAH**





MOTOCROSS ACTION MAGAZINE RIDER OF THE YEAR



Dave Porter

A HURRICANE NAMED EVA NINE

Superman or tomorrow's man?

By Jody Weisel

□ He is in great demand. He is the man to know. And not surprisingly, he doesn't always know how to handle it. The harsh and bright light of popularity can be blinding, and from atop the pedestal of super-stardom rational voices are seldom heard. For Bob Hannah, the climb to the top has been a hard and rocky road. His instant surge to fame was not the least bit instant! Years of riding in the desert east of Los Angeles and on the tracks of Southern California honed him into the star that we see today.

To those who don't know him he is the greatest thing since sliced bread. To those who have met him he is a shallow, aloof, and bland egomaniac. To his friends there is no one in the world as nice, friendly or thoughtful as Bob. Which Bob Hannah is the real Hurricane?

None of them, and all of them. Bob Hannah is a product of the current times of motocross. A gymnastic magician of careening stadium bumps and jumps. A shy, unassuming kid thrust into a world of mega-bucks, and catering, lamprey-like entourages. A victim of a broken family, and slave to the American lust to make it big. He is in fact a product of this generation of American plasticized, pre-packaged cultural neurosis. Bob Hannah is a modern-day predecessor of tomorrow's man.

THE CHILD GROWS UP

Bob Hannah was discovered. He was discovered several times. The credit for Hannah's success really goes to the men with enough vision to take the welder, chicken-packer and dishwasher, and turn him into a conglomerate; a corporate image of such magnitude that his name makes or breaks products.

A motocross enthusiast named Mick McKey discovered in teenage Bob Hannah a glitter that no one else could see. McKey took the 16-year-old into his

Whittier, California, home, prepped his machines, trained the fledgling, and coached his flaws away on the Southern California motocross circuits. Bob learned and moved on. Gary Harlow of DG Performance Specialties discovered Bob welding at a subsidiary supplier, and offered to give him a chance to ride a DG racer. Bob learned and moved on. U.S. Suzuki pulled Bob on to their 1975 farm team, at the persistent harping of Harlow, and supplied him with the biggest salary of his life (\$700), and free rein of the racing department. Bob learned and moved on. Yamaha, shocked at the desertion of 1975 500cc National Champion Jimmy Weinert, decided to start fresh with kids. The first kid they chose was Danny Turner, another team DG alumnus, second came Rick Burgett, a strong, bull-like Support class rider from the Trans-AMA, and finally they got Hannah.

Hannah wanted to race. Suzuki wanted him to race, but the disagreement came as to exactly where, and what, Bob would ride. Hannah wanted a works bike and a chance at the 125 National Championships. Suzuki wanted to give him a modified production RM and a chance to ride a few local Nationals. The eggs in Suzuki's 125 hopes rested with then-star Billy Grossi, not with some untested kid from Saddleback.

Yamaha, who had watched Hannah's local performances, approached him, again at the urging of DG's Gary Harlow. They offered Hannah the mighty, although unseen, 125cc water-cooler and a chance to do the Nationals. Bob wanted that more than anything, but out of loyalty he also wanted to give Suzuki a chance. He carried his unsigned Yamaha contract over to U.S. Suzuki and asked them to match it. They didn't feel that a rider who had only ridden two Nationals, and collapsed

HANNAH GETS TOYOTA TRUCKED

After the most successful year in the history of motorsports, Bob Hannah was the overwhelming victor in the fifth annual MOTOCROSS ACTION Rider of the Year poll. Hannah's Championship wins in the Supercross Series, Trans-AMA and 250 Nationals did not go unnoticed, as one out of three readers pegged him as rider of the year. America's Grand Prix threat Brad Lackey was second, with two-time Rider of the Year Marty Smith third. In a strong showing, Roger DeCoster was tied by rookie of the year Darrell Shultz for fourth.

Hannah's super-trick Toyota SR-5 long-bed pickup truck will be presented to him at the July 14th Superbowl of Motocross in the Los Angeles Coliseum.

FIFTH ANNUAL RIDER OF THE YEAR RESULTS

1. BOB HANNAH 34.6
2. BRAD LACKEY 9.1
3. MARTY SMITH 6.1
4. ROGER DECOSTER 3.9
4. DARRELL SHULTZ 3.9
6. MARTY TRIPES 3.4
7. CHUCK SUN 2.2
8. BROCK GLOVER 2.1
9. HEIKKI MIKKOLA 1.8
10. GAYLON MOSIER 1.6

STATE PERCENTAGES

1. CALIFORNIA 20.0
2. TEXAS 5.2
3. FOREIGN 5.0
4. MICHIGAN 4.3
5. NEW YORK 4.1
6. OHIO 4.0
7. PENNSYLVANIA 3.5
8. ILLINOIS 3.3
9. WASHINGTON 2.7
10. NEW JERSEY 2.2

from heat stroke at one of those, was much of a buy.

THE PATTERN

Yamaha signed up Bill Buchka, Jim Weinert's and Pierre Karsmakers' mechanic, to guide the kid, and sent the two of them to Florida for the

Winter-Series. Under Buchka's guidance and his own burning desire Hannah trained and raced with a fury.

When the shouting was over rookie Bob Hannah was the Winter-Series champ. But when he went to the stadium

series it wasn't all that easy. Jimmy Weinert, on Kawasaki, harassed and psyched the kid at every opportunity. Weinert is the master of the put-down, and Hannah became his target. From these early days Hannah grew to dislike, if not indeed inwardly loathe, his

competitors. That he wasn't greeted warmly (no new young shoe ever is), and that his wins were discounted by others' excuses, set a deep psychological pattern of revenge into his style of racing.

This pattern exhibits itself time and time again in his victories. Hannah doesn't win a race, he *demolishes* the competition. He doesn't believe that an *inch is as good as a mile*, or that *close only counts in horseshoes*. Hannah strives to humiliate his opponents with ever-increasing leads. At Hangtown in 1978 while his lead grew beyond a minute and a half, he never backed off. As he lapped every rider in the field save one, he continued a relentless pace. There was no thought of protecting the victory, or cruising. His

(continued on page 69)



MARTY TRIPES — Team Honda



12-262



12-259



12-258



12-264



12-266



12-260

JT "FREEFORM" UNLEATHERS™

Choice of Hannah, Mikkola, Glover, Burgett. Featuring "Stretch Streak" panel, leather saddle and knee for better feel and longer life, and removable hip pads and knee/shin guards. Optional "Short Stack" knee/shin for use with JT-Mikkola or new Scott boots. Hand washable and available in sizes 22"-38" waist. *When ordering, please specify part number, size, and choice of knee/shin guard.



30-112



30-113



30-111



30-110

JT "WFO" TEAM JERSEYS

Special non-shrink polyester/cotton blend fabric offers color-fastness, flexibility, and comfort. Double yoke and reinforced elbows insure long lasting durability. All designs are "JT Originals" and feature great chest and sleeve logos.

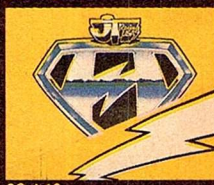
*Order by size, part number and description.

Adult Jerseys (S,M,L,XL)

\$22.50

Kid's Jerseys (S,M,L)

\$16.95



30-148



30-105



30-103



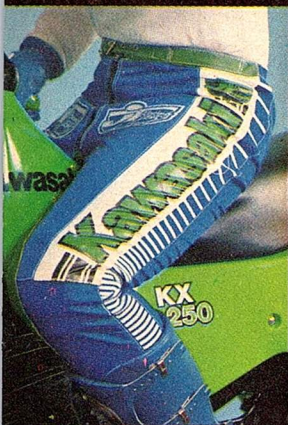
30-102



30-107

JT "Color Coordinated" CUSTOM LETTERING

70-272 Name on Pants (Rear)	\$2.00/letter
70-279 Name on Pant (Front Leg)	\$2.00/letter
70-274 JT Rear Logo on Pants	\$5.00
70-277 JT Front Leg Logo on Pants	\$4.00/each
70-240 Name on Gloves (Trick 2-Tone Colors)	\$6.95/pair
70-820 Name on Jersey Back—3" letters	\$1.00/letter
70-821 Number on Jersey Back—8" numbers	\$2.00/number
70-819 ALL NEW!! TEAM YOU JERSEY — Name on Front	
Small-Medium Jerseys—8 letter limit	\$1.25/letter
Large-Extra Large Jerseys—11 letter limit	\$1.25/letter
SORRY FOLKS!! NO C.O.D. ORDERS ON CUSTOM LETTERING	



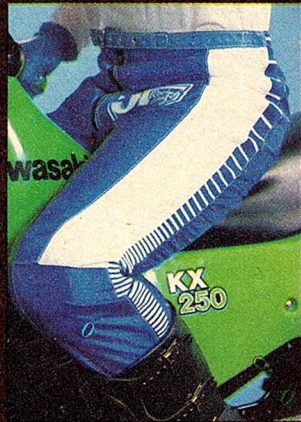
12-270



12-263



12-268



12-269

PANT NUMBER

	KID'S 22-24	JR. 26R-26XL	ADULT 28-38
12-258, 12-262 & 12-270	\$84.60	\$91.50	\$126.85
12-259	\$91.50	\$98.60	\$133.85
12-260, 12-263, 12-264			
12-266, 12-268, 12-269	\$81.25	\$88.15	\$123.50



FULLY PADDED, 20-250

\$32.85



INSIDE PADDING, 20-251

\$28.50



FULLY PADDED, 20-248

\$32.85



NO PADDING, 20-244

\$24.25



INSIDE PADDING, 20-252

\$28.50



LIGHTLY PADDED, 20-247

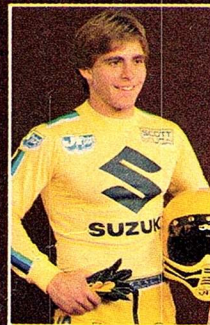
\$32.85

JT CHAMPION MOTOCROSS GLOVES (Pat. No. Des. 240,975)

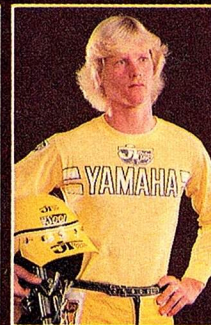
Made from 100% lambskin, these gloves feature double wrapped thumb and high impact back hand and finger padding. Used by virtually every top rider in the sport of motocross including Mikkola, Wolsink, Hannah, Smith, Trippes, Burgett, Glover and many, many more! Offered in an array of brilliant colors in Adult Sizes: 8, 9, 10, 11. Also Kid's Sizes: 5, 6, 7—no padding in kid's gloves. *When ordering, specify color, size, and price.



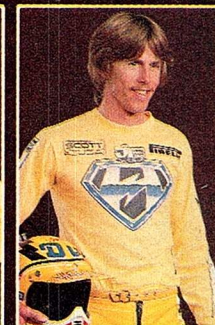
32-121



32-108



32-112



32-148

JT SUPERCROSS JERSEYS

Smith, Hannah, Burgett, Glover, and LaPorte have chosen this 100% cotton jersey for its comfort, coolness, and great good looks. This is by far the most popular jersey of the year! You'll love its T-shirt feel and its racing designs. All shirts can be personalized with your name and number. Super easy to care for! Specify part number, size, and name and number if desired.

SUPERCROSS TEAM JERSEYS	ADULT SIZES: S,M,L,XL	\$12.50
SUPERCROSS TEAM JERSEYS	KID'S SIZES: S,M,L	\$10.95
SUPER-HANNAH JERSEYS	ADULT SIZES: S,M,L,XL	\$13.95
SUPER-HANNAH JERSEYS	KID'S SIZES: S,M,L	\$12.95



30-121



30-120



30-122



30-131



30-134



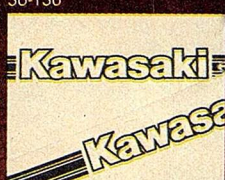
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30-108



30-139



30-129

J.T. MIKKOLA VISOR 04-109

Specially molded visor offers rounded edges, increased peripheral vision, and colorful racing stripes. Used by Mikkola, Hannah, Trippes, Burgett, and more. Indicate color: White, Blue, Yellow, Black, Red.

J.T. SUPERCROSS MOUTHGUARD 04-175

NEW Vented mouthguard provides total facial protection by covering mouth and nose area. Rounded edges eliminate sharpness, snaps and screws included. Extra holes provided for permanent application to helmet. Indicate color: White, Blue, Yellow, Black, or Red.



70-819



70-277



70-279



70-271



70-272

70-820

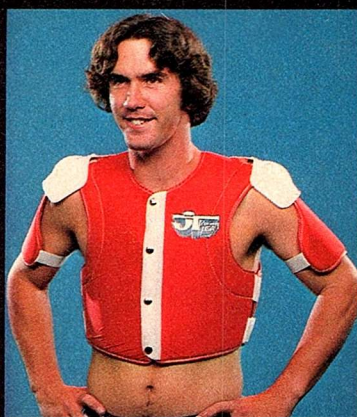


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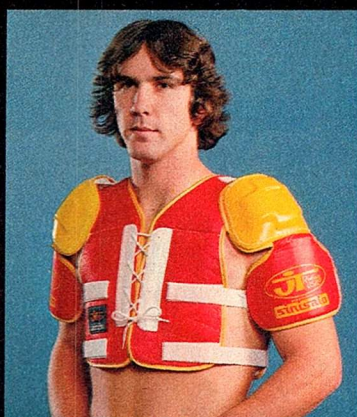
70-240



TEAM SCREEN



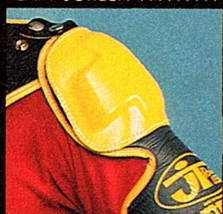
BODY SHELL



SHOULDER & CHEST



VENTILATOR



WITH CUPS

JT TEAM SCREEN

This fantastic new protector is now available in two different models. Both models offer lightweight, air-cooled protection and are colorful and stylish as well. Choose either model in Red/Yellow, Blue/Yellow, Black/Yellow.

50-190 JT TEAM SCREEN " " \$34.60

50-189 JT TEAM SCREEN " WITH CUPS " \$39.50

JT BODY SHELL

Total 360° Protection. Upper torso is encased in comfortable layers of high impact polyethylene foam and plastic. Red Only.

50-183 Small to Medium Chest (32"-38") \$39.95

50-184 Large to X-Large Chest (36"-42") \$42.95

JT SHOULDER/CHEST PROTECTORS 50-181

Fully adjustable with lace-up front and 4 adjustable velcro chest straps. Machine washable in Red only. \$44.30

JT VENTILATOR 50-191

Endorsed and used by BOB HANNAH. Features 4 vented front and back plates cupped away from the skin for cooling air flow. High impact polyethylene runs through the front and back for full protection. Fully adjustable and available in Red, Yellow, Blue, Yellow, and Black/Yellow. \$57.25

JT BACK BIB 50-192 for application of name and number. \$14.75



BACK BIB



JT MIKKOLA MOTOCROSS BOOT

Formed from one piece of the finest grain leather, this super-fitting boot is the ultimate in a leather boot. As worn by Mikkola, Marty Smith, Marty Tripes, Broc Glover, and Tommy Croft. Available in Black, Red, or Blue. Kid's Sizes—1 thru 5 (no ½ sizes). Adult Sizes—6 thru 13 (½ sizes - YES) \$118.00



BELL HELMETS

RT (White, Orange, Red, Blue, Black) \$59.95

MAGNUM II (Yellow, Black, Orange, White, Silver) \$89.95

MOTOSTAR III (Red, White, Yellow) \$104.95

*Give exact helmet size when ordering

GOGGLES

JT OAKLEY (Yellow, Red, Blue w/ Lexan Lens) \$13.95

SCOTT U.S.A. (White, Blue, Orange) \$13.95

CARRERA 98 (White, Red, Blue, Yellow, Black) \$16.95



VISORS

JT DUCKBILL (White, Red, Blue, Black, Yellow) \$3.95

JT MIKKOLA (Red, White, Yellow, Blue, Black) \$4.95

JT BUBBLE (Red, Yellow, Blue, Smoke, White) \$3.95

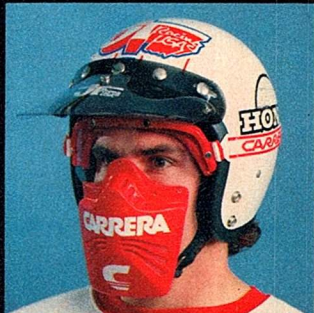
JT MUD-O-CROSS (Smoke Only with clear ext.) \$6.50

FACE GUARDS

JT SUPERCROSS (White, Red, Blue, Yellow, Black) \$8.95

SCOTT MASK (White, Red, Yellow, Blue, Orange) \$6.95

CARRERA MASK (Red, White, Blue, Yellow, Black) \$8.95



JT LEVER LOVERS

These are the most effective mud guards you'll ever own. Constructed from thick polypropylene plastic for easy and simple installation, they keep hands and levers dry and clean. Popular with many National riders because they won't sag or flop. Includes the new super-neat JT insignia. Indicate bike brand when ordering. 09-103 \$8.95/pair



JT DIRT DIGITS™

Both models are available in Black/Red, Black/Yellow, or White/Red Trim. All come in a pack of ten numbers. 09-101 Fat Numbers—for those one or two digit low plates \$4.95/pack 09-102 Skinny Numbers—for those three digit plates \$4.95/pack



HANNAH BOLT BAG™ 05-203

4 pairs of Bolts in 6", 7", 10" and 14" sizes (1 pair each size). Pick from white/blue, white/black, black/white, red/oryellow/red. \$3.95



JT VISOR STICKERS

Take your pick and order by color. Indicate if sticker is for Bubble, Team Peak, Mikkola, or Duck Bill style visor \$2.25



JT DELUXE

STICKIE BAG 05-621 29 "OUT-A-SIGHT" big ones—count 'em \$7.95



JT STICKIE BAG 05-620

Basic bag full of 15 TRICK-O Stickers \$3.95



06-231

JT ENDURO JACKET

Popular nylon enduro jacket lined with quilted nylon polyester fill for best comfort. Adjustable collar and cuffs with velcro closures. The front built-in zip and snaps for added warmth. Fully adjustable waist belt, six huge snapped pockets, and brilliant colors make this jacket ideal. Machine washable and water resistant. Available in Red/Yellow or Blue/Yellow in Sizes: S, M, L, XL. **\$98.00**

JT TEAM BRITCHES

Official "works" mechanic's overalls. Machine washable, adjustable shoulder straps and available in all Team styles.

Sizes: S, M, L, XL. **\$34.95**

06-234 Team Yamaha Black/Yellow
06-235 Team Yamaha Red/White/Blue
06-236 Team Suzuki Blue/Yellow
06-237 Team Honda Red/White/Blue
06-239 Team Kawasaki Green/Blue/White
06-239 Team Husavarna Blue/Yellow
06-240 Team Maico Red/Yellow
*When ordering, please indicate part number, style and size.

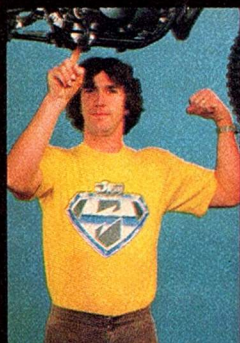
**JT TEAM JACKET**

Great new light-as-a-feather JT Team Jacket features zippered outer pockets, "wind proof" inner cuff nylon front zipper, and inside label pocket. Soft strong nylon fabric is polyester filled for added warmth. Terrific color combination makes it a natural with jeans or pit pants on or off the track. Available as shown in Adult Sizes: S, M, L, XL. **\$89.00**

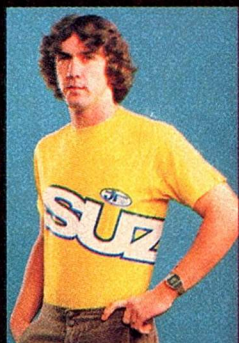
JT TEAM PIT PANTS

Exclusive new pit pants from Team JT are available for those of you who prefer pants to overalls. Made from the same cotton/poly blend fabric as the overalls, they are now available in three different colors with the track new JT insignia down the leg. Sizes: S, M, L, XL. **\$34.95**

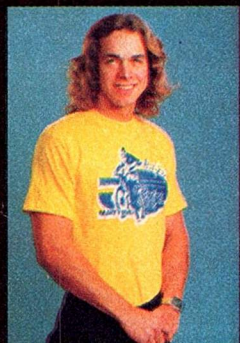
06-250 Team JT Black/Yellow
06-251 Team JT Blue/Yellow
06-252 Team JT Red/Yellow
*Please specify part number and size when ordering.
Team Hats **\$6.95**
Mechanic's Work Shirts — Red/Yellow/Blue —
S, M, L, XL **\$15.95**



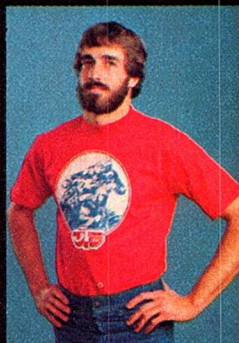
07-574 \$7.95



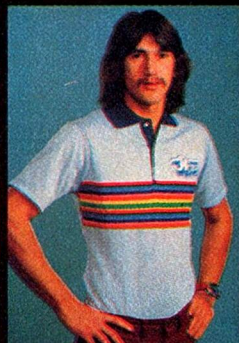
07-576 \$7.95



07-604 \$7.95



07-580 \$7.95



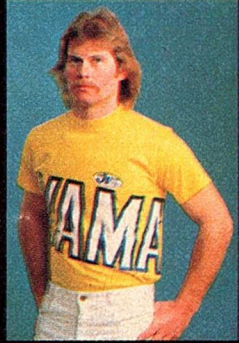
07-583 \$16.95



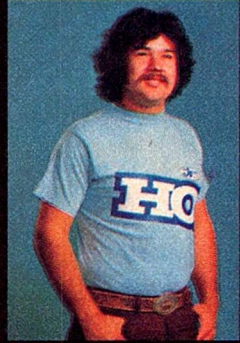
07-575 \$8.75



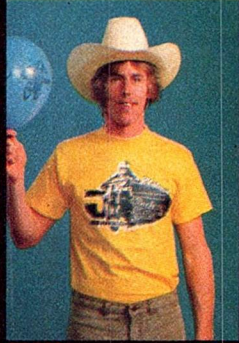
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JT SUPER T-SHIRTS Super Hannah, Marty Smith and many more. Specify Men's,

Women's, or Kid's Sizes: S, M, L, or (XL—Men only). When ordering be sure to include part number, price, and size.

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Send Money Order to avoid delay in shipping. Calif. residents add 6% sales tax. All foreign orders add 10% for shipping charges and must be prepaid in U.S. currency. For super-fast delivery call us at (714) 427-0971. All orders less than \$10.00 please add \$1.50 handling fee. Allow 45-day delivery on orders placed with personal checks. WE DO NOT ACCEPT MASTER CHARGE.

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High and

When it comes to all-around performance, nobody outperforms Suzuki.

Case in point:
The RM-125, 250 and 400.

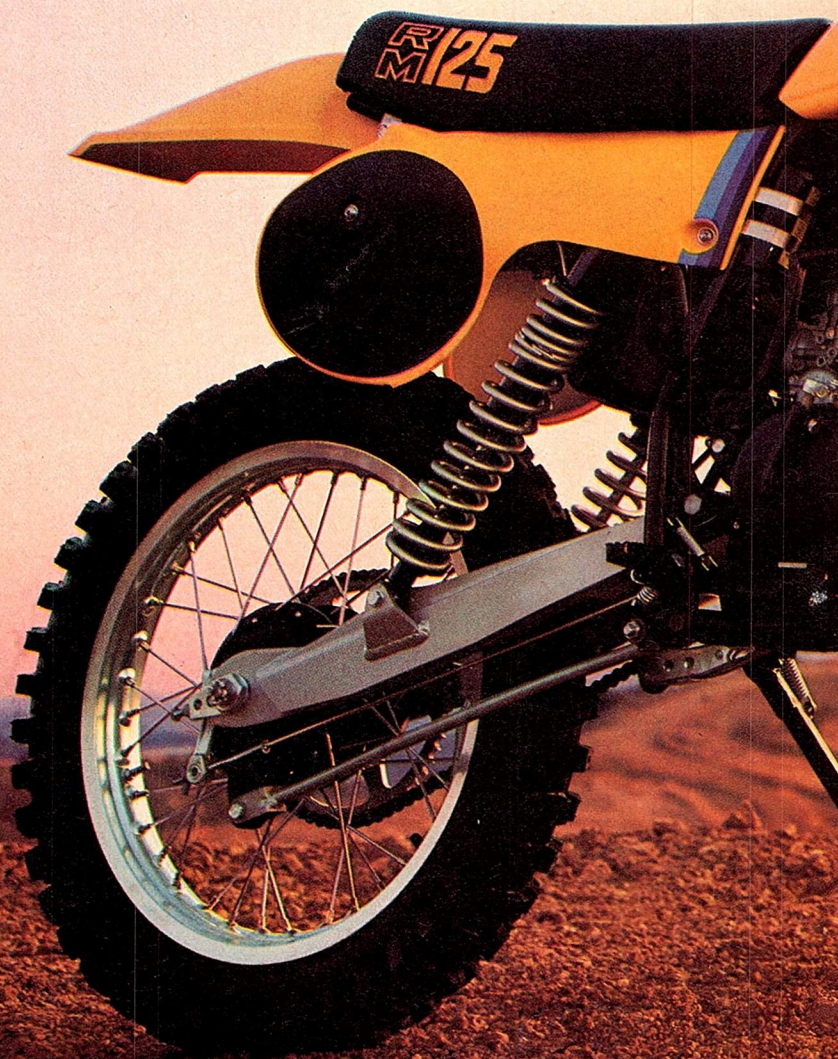
Completely Re-worked.

If you thought the RMs were hot before, wait 'til you ride these new screamers. From conical front hub to the full floating rear brake, these bikes have been entirely re-designed. They're taller, lighter and quicker than ever. In fact, except for the exotic metals used in G.P. machines, the new RMs are almost identical to the works bikes.

Team Suzuki Look.

First thing you notice about these machines is the G.P. styling. For instance, note the new works-styled tank which allows the rider to shift his weight farther forward for better control.

More Travel. All three bikes boast more than 11 inches of travel—front and rear! And each of these long-legged power-houses can be dialed in for any track. Front air forks are infinitely adjustable. In back, the improved box-type aluminum swing arm uses forward mounted gas/oil reservoir shocks which offer 2-position adjustable damping and 3-way adjustable spring load settings.



Ride with care: wear protective apparel and help protect the environment. Member Motorcycle Safety Foundation



Mighty.

Wider Power Band. This year's Power Reed™ mill delivers more 'oomph' throughout the

total speed range. RM-125 uses a 6-speed gearbox while the 250 and 400 come with a 5-speed.

The Works. Everywhere you look on these machines, you'll find works equipment. Witness: Heavy duty chain tensioner. Magnesium brake panels and engine side covers. Aluminum alloy rims. G.P. number plate and cable guide. And so it goes.

If all this sounds like Suzuki is out to dominate the MX wars with these weapons, well, you're hearing right.

Now you know why the RMs are the leading performers on the world's MX stages.



Suzuki. The performer.



HOMESTEADING

HOW TO CLAIM

Cancelled until further notice

By Jody Weisel

□ The professional motocross world has been rocked by a tall, Northern California privateer named John Roeder. It isn't the first time that a privateer has had the hot-shot factory team managers quaking in their boots. Mickey Boone, the fast North Carolinian, turned the factory camps into paranoid realms of secrecy in 1976.

How can a couple of privateers strike fear in the hearts of the Japanese Big Four? The claiming rule. A rider, who is entered in the same event and class, can claim any of the first three placing motorcycles in that event. The winner, runner-up and third-place machines can be bought for a set price varying between \$3000 to \$4000, depending on engine size.

Bob Hannah's motorcycle could be sitting in your garage right now for \$3500. In fact, Marty Tripes' RC250 Honda is sitting in John Roeder's garage at this moment. Roeder raced against Marty Tripes in qualifier number two at Hangtown. After the race John Roeder plunked down a certified check and walked off with the bike.

EASY AS PIE

It isn't as easy as pie to claim. Although the rule has been in effect from the day the book was written, John Roeder is the first rider in nine years to actually buy a factory bike.

Mickey Boone, a fast and competitive 125 campaigner back in 1976, tried to claim Marty Smith's all-powerful works 125 Honda. The next week he threatened to claim Bob Hannah's water-cooled Yamaha. The next week he vowed to take an RA125 Suzuki. It took Boone exactly three weeks to scare every works 125 off of the National circuit, or to force them into a modified form. Marty Smith ended up riding an

FMF modified stocker, Suzuki put RM motors into works frames, and Bob Hannah took the water-works off. But Boone never actually got a works bike!

HOW TO CLAIM

The object of the claiming rule is to keep the overall quality of the competition on a fair and equal level. Theoretically, the claiming rule keeps a factory from entering a \$20,000 one-off machine in competition against a gaggle of privateers on stock machines worth approximately \$2000. Although designed to keep the factories from dominating with excessively zoot-capri equipment, it hasn't stopped the factories from dominating (quite often with excessively expensive machines).

All sanctioned AMA events, except those with FIM sanctions, are considered claiming meets. That means that any AMA pro race is claiming ground. \$3000 buys a 125cc, \$3500 is the price of a 250cc, and \$4000 will lay claim to an Open class mount.

First, you must be entered in an AMA professional motocross event. And, you must compete against the rider on the bike you wish to claim. John Roeder couldn't claim Bob Hannah's OW250 Yamaha because he didn't compete against Hannah. Roeder failed to qualify and the only factory rider in his qualifier was Marty Tripes. Remember, you can only claim machines that are in the same event and class in which you competed.

Secondly, you must present a cashier's check, certified check, bank draft or cash in the amount designated along with a written claim signed by the claimant. You have 30 minutes to do this. The top three bikes are impounded after the race for 30 minutes. At the end of the 30-minute period no claims can

be made. Thus, you must claim before the 30-minute mark, timed from the fall of the checkered flag, after the moto. The catch is that the rider of the claimed bike is allowed to reclaim his bike (if he has the check or cash).

If it is so simple, then why was John Roeder the first to ever win a factory bike by claiming? Because the factories counter-claim. When you put in your claim for Bob Hannah's OW250, Team Yamaha, Suzuki, Honda and Kawasaki will conspire to foil your chances. Each team manager carries several claim checks with him. Kenny Clark of Team Yamaha carries \$40,000 in cashier's checks made out to the AMA. When your claim goes in, they immediately cover it with ten additional claims. They use the names of team riders. If Suzuki should win the bike from Yamaha, they will just give it back to them on the spot. Although it isn't the best of the competitive environment, the factories protect each other from the privateers.

John Roeder waited until 29 minutes had passed before he made his claim, but the factories were right on the spot with their counter-claims. If more than one person claims a bike, then a drawing is held to determine who will win the bike. Mickey Boone lost the drawing back in 1976, but John Roeder reached into the hat that held 11 claims and drew the lucky number.

WHAT IF THEY WON'T GIVE IT TO ME

The factories must relinquish the motorcycle to the claimant or the rider forfeits all his prize money and his pro license is pulled for a minimum of one year.

THE AMA FEMS OUT

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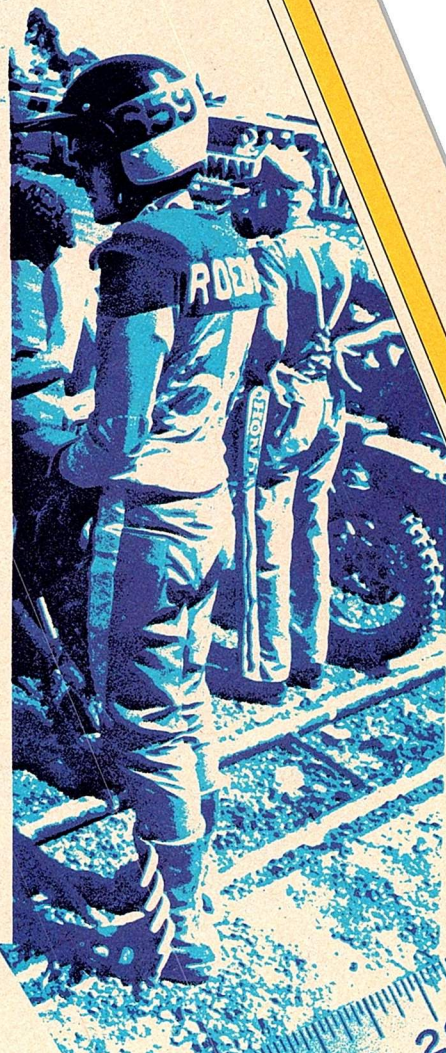
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HOW TO CLAIM

Tripes' 250 Honda, the factories went into shock. Honda contacted Roeder after the race and asked if he would sell the bike back. He said he'd take \$15,000, and gave them his number if they wanted to negotiate. They never called.

Honda then stated to the press that the bike wasn't all that great anyway by saying that Roeder didn't get anything too trick. In fact, he didn't get the fancy battery-powered unit, but he did get a full-on works bike from the wheels up.

On Wednesday the team managers from Suzuki, Yamaha, Honda and Kawasaki got together and came up with a plan. They reportedly called the AMA and the promoter of the next round of the National Championships. In short, they attempted a rather shoddy ploy. They told the promoter that if the claiming rule stayed in effect they were all going to pull out of his race. The implication was plain. The promoter would have to face an angry crowd of paying spectators who would want to know where Hannah, Glover, Tripes, Wise, Howerton, Weinert, Barnett, Ward and Myerscough were. This psychological blackmail was directed at getting the promoter to call the AMA Commissioner of Racing and demand that the rule be rescinded.

Suzuki, Yamaha, Honda and Kawasaki almost caused the promoter to cancel the race instead. If that had happened, those companies would have seriously damaged the reputation of professional motocross, cost the AMA an important race and given each of the major manufacturers a black eye.

The promoter didn't cancel the race, but he also refused to pressure the AMA. As it was, the AMA was already being pressured by the same factory racing departments. "If you won't play by our rules, we'll take our toys and go home" was the gist of the AMA/factory conversations.

The following Sunday the claiming rule was a thing of the past. A rule that had been designed to give the privateers a chance was rescinded for further study just six days after it had actually been used for the first time.

After the Mickey Boone incidents of 1976, the claiming price was raised by \$500 on each engine size. The AMA has vowed that the claiming rule has not permanently been thrown out, but that it is temporarily being looked at to see if it needs modification.

What good is a rule if it is only in the rule book until someone tries to use it? The AMA has proved once again that there are two sets of rules, one for the factories and one for the privateers. In fact, with the "temporary" striking out of

the claiming rule the factories are now writing the rules for the AMA.

WHAT WOULD HAVE HAPPENED

The claiming rule isn't necessarily a good rule. But it was a rule, and it was in the book. For that reason it should not be changed in mid-stream. There are few major sports, if any, where the winner's machine can be bought by his competitors. The rule got its foundation in the production-based racing of the Class C and Grand National circuits.

Motocross is an open racing format with no rules restraining the sources of manufacture of any machine. The claiming rule didn't do what it was supposed to, but then it only ever got one chance.

What if the Commissioner of Racing had stood by the rule book and refused to rescind the claiming rule? Would the factory teams have pulled out of racing? No. They can bluster all they want, but they are in existence solely to race

(continued on page 71)



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MONOSHOCK

SURGERY

White Brothers beat the Blues

By Dennis "Hold The Relish" Cox



With the White Brothers mono-mod, our 250 YZ's track manners improved drastically.

□ Dan Akroyd and John Belushi they're not! But these two brothers can indeed help you beat the blues. Particularly if it's the black and blues inflicted onto your backside from an uncooperative monoshocker.

Dan and Tom White are identical (well, at least very similar in appearance) twin brothers who operate White Brothers Cycle Specialties out of Garden Grove, California. Located deep in the heart of the Southern California racing empire, the Brothers White offer all manner of aftermarket goodies for the complete Yamaha lineup. Their specialty is modifying Yamaha Monocross suspension. Dan and Tom have 30 years combined experience working on bikes. They've set up monoshocks for Rex Staten, John Savitski, Pierre Karmakers, and even Bob Hannah's production bikes. Modifying Yamahas is the staple of their business and all they've done since they first opened their doors for business back in 1975.

Why modify the stock Yamaha suspension? Well, judging by the amount of business the White Bros., Moto-X Fox, Al Baker, Luft and other mono-specialists have been doing since the mono's inception, it's a clear case of supply and demand. While the mono

revolutionized the sport of motocross back in 1973 when Hakan Andersson blitzed to a world title on the then-prototype suspension, it has not been without its faults. Chief among these were the weight (too much, located too high) and loss of damping (attributable to bad oil and steel bodies).

While the new shock on Yamaha's YZ-F series bikes is lighter and runs cooler than its predecessors, it also suffers from overly heavy compression dampening. It doesn't respond quickly enough over stutter bumps. If you dial the compression dampening up to compensate, you lose all your rebound dampening, and vice versa. What's a guy to do?

What the White Brothers offer is a rebuild and tune-up service for the beleaguered Yamaha owner. You can get your YZ-D, E or F modified to suit your particular riding style (fast or slow), weight (skinny or fat) and ability (amateur or pro). They'll also increase the rear wheel travel on everything from 1975 and earlier monos to the current crop of '79s.

WHAT WE DID

We took our YZ250F down to see what could be done for our ailing rear end (the bike's as well).

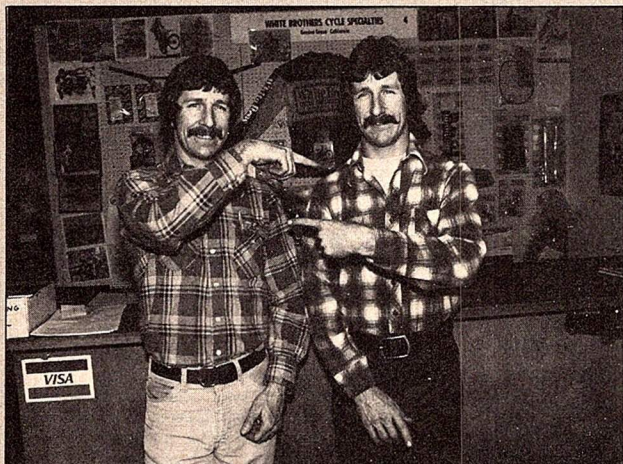
Dan and Tom recommended a basic tune-up. It began with tearing the shock down. This is not a "do-it-yourself" operation, as it's very easy to not only ruin the shock body, but your own as well, because the monoshock can literally blow up in your face if you happen to forget to release the nitrogen before taking it apart.

The stock crudola that oozed out of the shock was replaced with a trick lube from Bel-Ray. It's the same stuff the factories use in the works bikes.

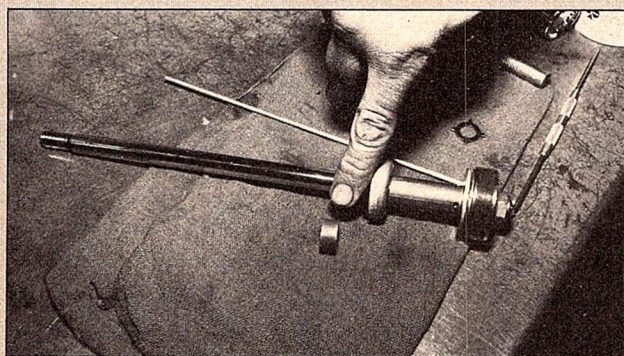
An oil change every three months is recommended for hard-riding pros. Every four to six months for the casual to intermediate rider. When you notice the shock's performance starting to deteriorate, change the oil.

The White Brothers will service any monoshock and modify travel up to 13 inches. They don't recommend the "outer limits" for suspension on the Yamahas because of the high center of gravity that the mono employs. Dan believes the mono's travel should be about a half-inch less than the competition. Any higher and the bikes tend to get top-heavy.

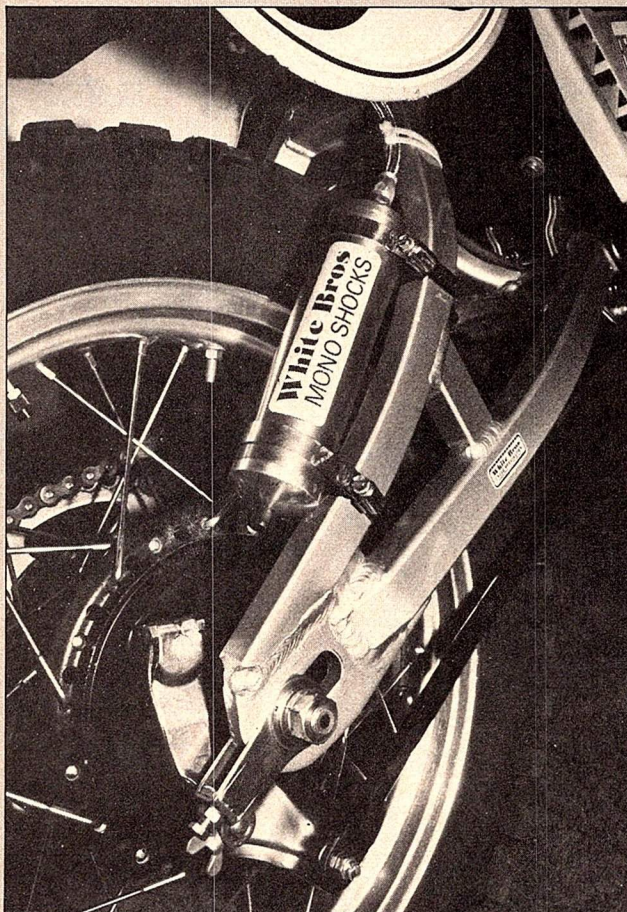
After the oil is drained they let the new oil aerate six to eight hours after it's taken out of the drums. This is really important to keep bubbles out of the



"I'm Dan and he's Tom. . . no, he's Tom and I'm Dan." Which White is which? They're not even sure.



Removing this spacer increases the rear wheel travel about one inch.



They'll mount a Super Pro reservoir along with the shock rebuild for 75 bucks extra.

MONOSHOCK

shock, because any air inside can make the damping inconsistent. The hotter the shock gets, the stiffer it will become.

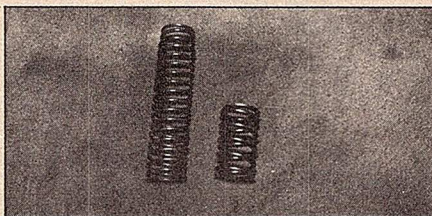
The internals get a thorough cleaning, and on the Fs a special valve is added. Travel is increased to a full 11 inches from stock by simply removing a spacer.

A Luft reservoir can also be added to increase the volume of oil in the shock, and place the oil out where air can cool it. An installed Luft Super-Pro reservoir with the aforementioned modifications retails for about \$118.

We opted for the special valve, rebuild and oil change for only \$58. We also used the stock monoshock spring, although a dual-rate model that gives the mono a more progressive feel is available.

With the longer travel in the rear, you'll need to even out the bike and bring the front end up to snuff. We installed a rebound spring for the forks which eliminated any sag in the front end. The springs go for \$10 a pair.

The White Brothers include a tuning sheet with every shock they send out. The type of racing, rider weight, swingarm length and riding ability all



A longer top-out spring (\$10) helps eliminate sag in the front forks. You can spend \$39.95 and get their complete kit for the front end.

affect how each shock is set up.

Set-ups are done on the soft side, because you want to run the softest shock you can bottom out on. If it'll bottom out, you'll know. If not, you might not ever know how soft you could run it.

A rule of thumb for adjustment is to turn the click adjustment all the way in for maximum rebound (clockwise), then back off four to six clicks. The more clicks you turn out, the slower the rebound dampening will be. We found 18-19 clicks worked best on our bike with a 160-pound rider riding at the intermediate level for motocross.

If the shock bottoms out too easily,

increase the spring preload to stiffen compression damping. Or vice versa if it won't bottom out at all. We ran ours at 12-1/16 inches. Make sure you measure the spring length from end to end.

WHAT ELSE?

If you add a full link and adjust the chain all the way out on the swingarm, you can get a one-inch-longer wheelbase and improve the bike's stability through the whoops.

A reed spacer kit smooths the power and increases torque for the F-model, and retails for \$15.50 for the 250 and \$13.95 for the 125.

Our stock chain roller fell off and was replaced with an AB skateboard wheel roller for \$11.50.

HOW'D IT WORK?

With just the simple rebuild and tune-up, our White Brothers-modified YZ250F was far superior to the stock mono-bouncer we started out with. The harsh action of the stock mono was alleviated, and the bike tracked through, instead of over, the gnarly terrain it had previously negotiated sideways.

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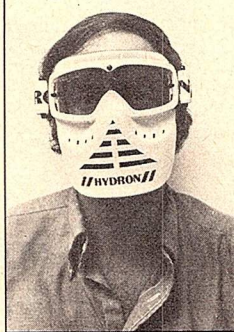


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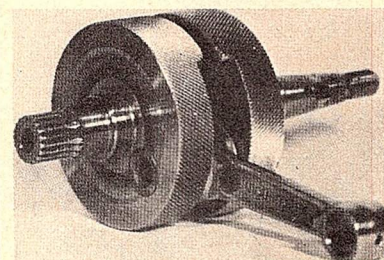
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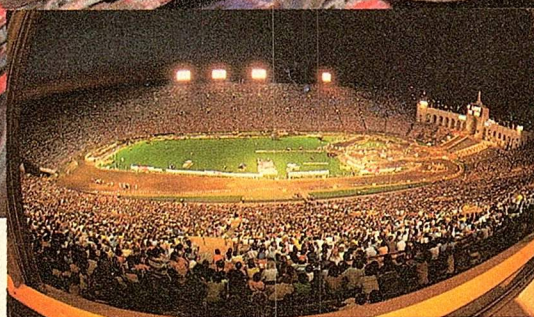
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ISLAND
CHAMPIONSHIPS

BATTLE OF THE NORTH PACIFIC

Motocross. . . . "where America's
day begins"

By Dick Miller



□ Most of the top motocross racers in the world spend a considerable amount of time traveling to and from races. Events in Europe and the U.S. are familiar to most of us, but motocross in Guam or Saipan isn't exactly everyday news. I learned that most people have no idea where these islands are. Johnny Carson jokes about it on the Tonight show, but he knows where Guam is because he was stationed there while in the service. In fact, usually anything one hears about Guam is from someone who had been there in the service. I was fully prepared to land on a small, barren island with a few palm trees and a bunch of quonset huts because of what I'd heard. But why go there in the first place? Well, Marty Tripes, Rick Burgett, Jeff Jennings, Preston Petty and I all agreed to participate in the Third Annual Guam International Motocross. Preston and I were to be more or less team managers for the U.S. riders and MOTOCROSS ACTION. The competition was to be against entries from Guam, Saipan, Hawaii, Tahiti, Hong Kong, Japan and the Philippines.

My managerial debut was less than auspicious, because I lost one third of my team before we even arrived at the

half-way point in Honolulu for our connecting flight to Guam. I can't blame Preston, either, since he missed the flight also, because of personal reasons, but was to follow in a couple of days. Rick Burgett's flight from San Francisco was connecting with ours in Hawaii, but Jennings was already missing by then. He had left the snack bar next to the boarding lounge before Marty and I, to board the plane, so assuming he was on the plane, we boarded ourselves, only to find he was not sitting next to us. While he was saying goodbye and gazing into his girlfriend Judy's eyes we must have walked right by him, and he had decided to wait for us. He was still waiting when the big Pan Am 747 idled out for takeoff. Of course we didn't know this then, and for all we knew he could have been on the plane, since there were over 400 people on board. One stewardess volunteered, in between trying to page him on the intercom, that he may have boarded their flight to Auckland by mistake. Auckland, is that near Guam. . . ?

In Honolulu we met up with Rick and a surprised John DeSoto, who was booked on the same flight into Guam. When Henry Simpson, the Guam

Motorcycle Club representative, called me in the weeks prior to the trip about some of the participants, it didn't occur to me that Hawaii's representative would be DeSoto. I didn't know he was still racing. We go back a long way together in motocross, and it has never been dull with the Flyin' Hawaiian around. Flight time from California to Guam is virtually the same as to Japan, since Guam is located in the North Pacific almost 1400 miles due south. Even from Hawaii, which isn't quite half way, there is still over seven hours of flying time plus the loss of a day by crossing the international date line — plenty of time for bench racing and learning that John DeSoto currently carries the number one plate in Hawaii even though he's considered the "old man" of motocross.

It's amazing how an airplane can find a tiny island in the middle of such a large ocean, especially after flying over nothing but water for almost eight hours at 600 mph. Although Guam is over 30 miles in length and about ten miles wide, it looks very small from 36,000 feet. Our arrival at five a.m. was greeted by a large contingent of the Guam M/C Club, who carted us, baggage and all, to the plush Okura



Marty Tripes destroyed the track record on the Unadilla-type Guam track by over 12 seconds, winning the 250 class with ease.

NORTH PACIFIC

Hotel overlooking Tumon Bay. For those of us who brought jackets, we needn't have bothered. Guam in February has a temperature spread of from 74 to 88 and very little rain. To say that we were treated warmly is a gross understatement.

Henry Simpson, besides arranging for the appearance of most of the foreign riders, is the distributor for Suzuki. He, along with John Pangelinan, the Yamaha distributor, furnished brand-new bikes for all the foreign (to Guam or Saipan) riders. Because of the excessive costs of transportation, the club flew riders instead of bikes, which made for a larger involvement from outside the Islands. The Honda dealer donated a new CR250 for Tripes to ride, but wasn't involved in the event. Virtually the rest of the Island was somehow connected, all the way to the Governor's office. With Rocky's Cycle Co. picking up a couple of plane fares and everyone from Hertz to Taco Bell giving something, it was strictly a community effort.

DeSoto, Tripes, Burgett and I decided to check out the Island instead of going to bed after breakfast, so John Pangelinan gave us four new Yamaha street bikes off his showroom floor, the smallest of which was a 650, which Tripes rode. He needs a handicap! Within a few hours we had covered the southern end of Guam and had managed to get sunburned, get pursued by the local sheriff, scare the hell out of ourselves on a hairpin turn in the mountains, check out the motocross track and have a thoroughly good time. Later in the afternoon, while everyone checked out their bikes, I tried to locate Jeff Jennings. A phone call to the States revealed that he would be arriving the next morning, which was Saturday. Our flight had departed on Wednesday night. He would have little time to practice, because it was a two-day event and Jeff's first race was at noon. He was supposed to ride a Suzuki RM125N and a 400, while Marty had the CR250 Honda. Burgett was slated to ride the Yamaha YZ400. All were new, stock production bikes.

The races on Saturday were all flat-track. It was a half-mile oval situated next to the motocross track, and in good condition if you like to race flat-track with a motocross bike. It is popular with the local riders, and it was explained to the crowd as the day's events progressed that the American riders don't usually race on flat tracks, which was aptly demonstrated by Tripes during the 250 Expert race when he left the track on the start of the back

straightaway midway through his race and proceeded to jump a series of steep whoops and stutter-bumps alongside the track and then pick up the track again for the next lap, only to do it all over again. Needless to say he didn't figure in the results, but he gave the crowd a taste of what was to come for Sunday's motocross. They thought he was crazy!

All the flat-track races were won by off-island riders, with the best race of the day between Jeff Jennings and Rick Burgett in the Open class, with Burgett taking the overall — winning two out of three heats. Jeff's late arrival gave him little time for preparation of his bike, and much to Henry Simpson's chagrin, Jeff had suffered mechanical problems such as no oil in the gearbox, 35 pounds of air in the tires, running out of gas, etc. Besides helping promote the race and managing his Suzuki distributorship, Henry also races, when he has time! The Japanese rider, Syozo Odagiri, won both the 125 and 250 classes and revealed he would be a threat on the motocross track also.

While Saturday's flat-track events were interrupted by tropical rain showers, Sunday's motocross was greeted by a downpour early in the morning which looked like it would go on for hours, but stopped before the day's events started as though someone had divine control. This was the dry season in Guam and there had been a period of several weeks with virtually no rain before we arrived, and yet on race weekend it poured on several occasions. It was a warm rain and was actually refreshing in the tropical heat, plus it made the track dust-free; however, a muddy Guam track is very slippery. John DeSoto had expected the track to be a coral type and was quite surprised as to how good it was. In fact, he stated that it was one of the better courses he's ever ridden on! Marty compared it with Unadilla, New York, and I would have to agree, except that this was less rough. If anything, it was spectacular because of its tropical setting high on the rolling hills overlooking the Pacific Ocean on the east and west. The track is a mile and a half of every terrain imaginable in a completely natural setting.

Jeff Jennings was the class of the 125 riders, although he was battled all the way by the Japanese rider Odagiri. Guam's top rider, Joey Crisostomo, was an early threat, but crashed on the first lap of the first moto by almost landing on Jennings coming over a jump. Badly shaken, he retired for the moto and finished a creditable third with a flat tire in the second race in front of Hong Kong star Peter Gilbert. After the start the

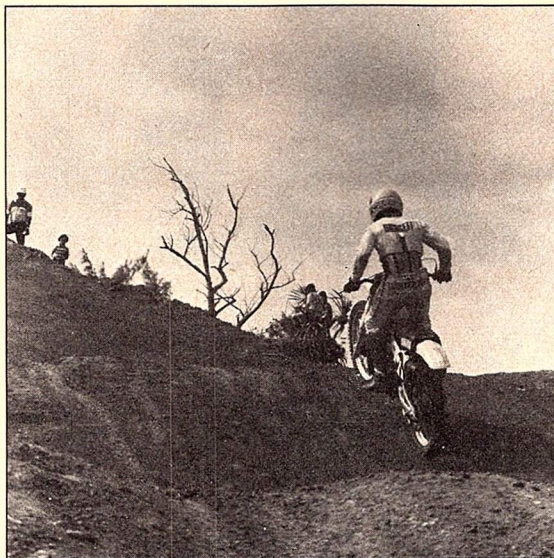
track makes a long, left-hand downhill sweeper, and a pile-up in one of the 125 motos put the top Philippine rider, Butch Chase, out of commission for the day. He carried the number one plate in the Philippines for 1976 and '77.

The 250cc motos were the real eye-openers for the Guam spectators. The smaller cc machines were fun to watch and gave exciting races, but were unable to attack some of the power-robbing uphill double jumps like a 250 could. Especially with a world-class rider on one! Suzuki's Odagiri grabbed the holeshot in the first 250 moto, only to lose the lead on a downhill double jump to Tripes. The tenacious Japanese rider rode his 250 using the same line as he had used with the 125, and was startled as Marty jumped over him, clearing both jumps. Dan Urman, the track announcer, had a clock on Tripes and thought he had made a mistake, only to learn a lap later, when he clocked him again, that Tripes had broken their track record by over 12 seconds. He wheeled away to the class win in both motos, and if no one was impressed before, they were now! Marty Tripes is not exactly a household word in Guam, nor is Jeff Jennings, but Rick Burgett is by virtue of his number one plate and advertising by Yamaha.

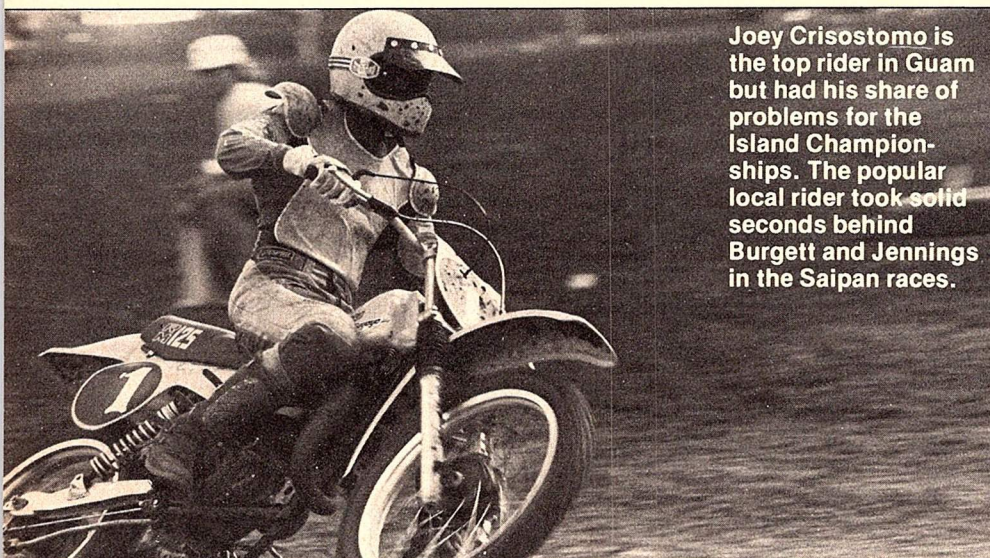
What made it even more interesting is the fact that virtually all the riders were



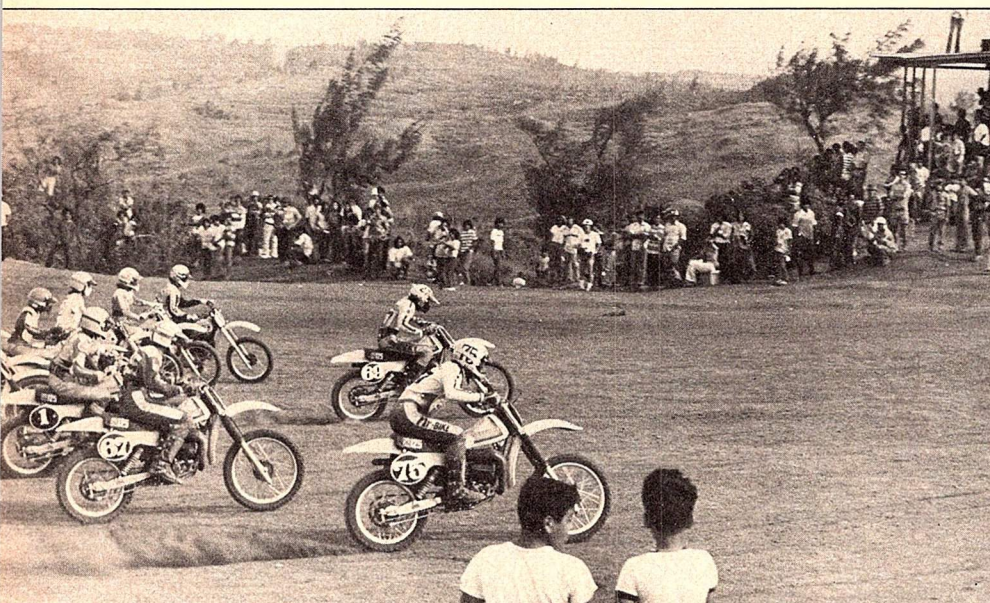
Syozo Odagiri, factory-sponsored Suzuki rider and test rider for Mr. Bike magazine in Japan, took seconds behind Jennings and Tripes in the 125 and 250 classes.



It took a lot of power to clear this uphill double jump and few were willing to try. Rick didn't, Jeff did. . . for the Open class win.



Joey Crisostomo is the top rider in Guam but had his share of problems for the Island Championships. The popular local rider took solid seconds behind Burgett and Jennings in the Saipan races.

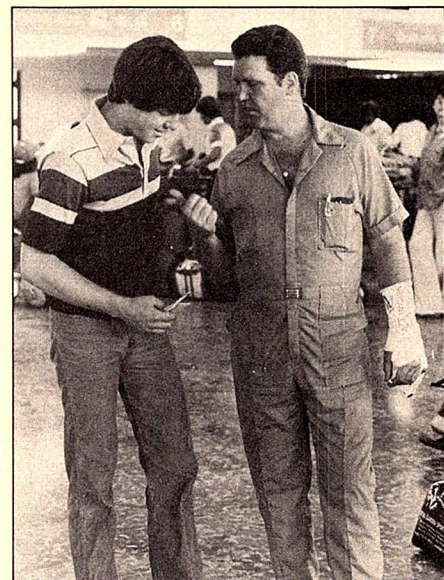


Jennings holeshots the rubber band start of the 125 moto on the Guam Cross Island Road track. The course is well-designed, using all natural terrain obstacles with lots of off-cambers and hills in its 1.2-mile length.

competing on stock, off-the-floor production racers. No trick suspension, motors, tires or anything. The bikes were all-new, out-of-the-crate RMs, YZs and a lone CR250. The best race in the 250 class was John DeSoto's dice with Tahitian motocross champion Roberto Cowan, both on Yamaha. Although DeSoto beat him in the final moto to finish third, Cowan, by virtue of a better first moto, finished the day in third behind Odagiri.

The Open class race was a class confrontation between Jennings and Burgett and stock Suzuki vs. stock Yamaha. The edge went to Jennings by virtue of his leaping an uphill double jump that Rick was hesitant to duplicate. In the 250 race Tripes didn't jump it either, but gave it a try in the second moto after watching Jeff do it in the first Open moto. He only did it once and it scared him, but then he had no

(continued on page 74)



Preston Petty asks Jeff Jennings why it is you always break the hand you write with. Jeff thought it was a dumb question, but didn't want to offend Mr. Plastic.



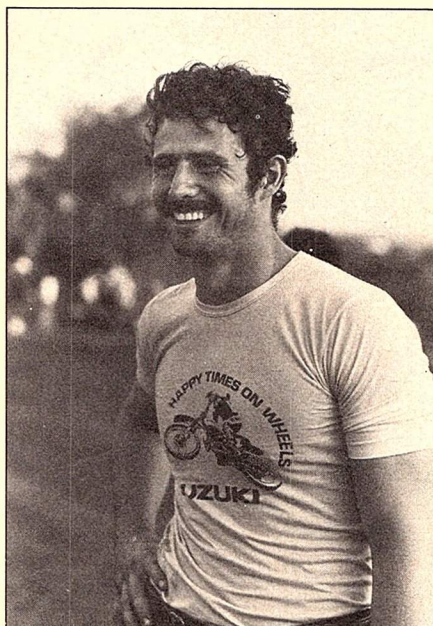
The Japanese call Guam a second Hawaii. There were trophies instead of money for the winners and a huge "feast" for all involved on the beach next to the Okura hotel on Tumon bay.

ISLAND

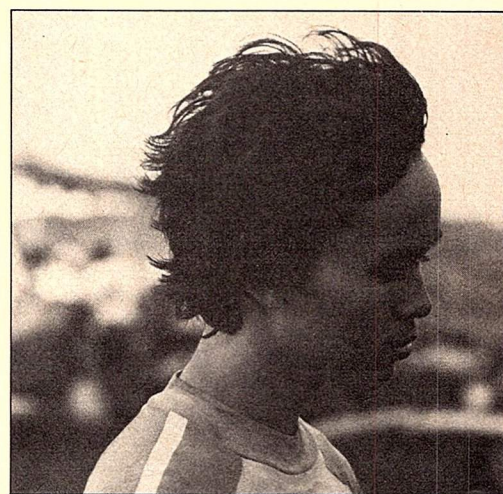


John Desoto was supposed to have retired from racing four years ago, but a comeback last year on a sponsored Yamaha earned him the number one plate in Hawaii. The popular "Flyin' Hawaiian" and his wife Patty were always in the thick of things during the beginnings of big-time motocross in the U.S. John has been sponsored by almost every brand of motocross bike during his illustrious career. He physically proved, probably more than any other rider, that there wasn't a bike made that he couldn't break. In one race he literally put an ailing Maico out of its misery by stomping it to bits while the rest of the field rode around him.

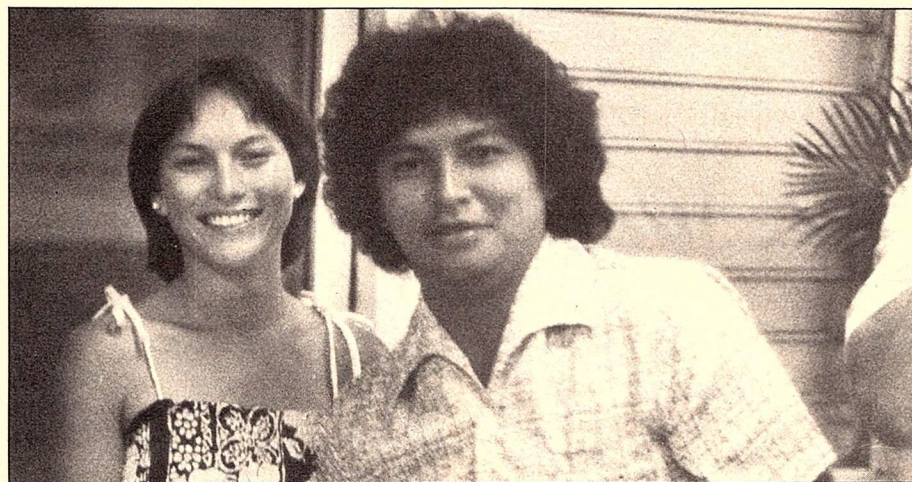
John is part of mainland motocross history and is still as lovable as ever. He works as a heavy equipment operator in Hawaii and paddles those heavy outrigger canoes in races between the Hawaiian Islands to keep in shape.



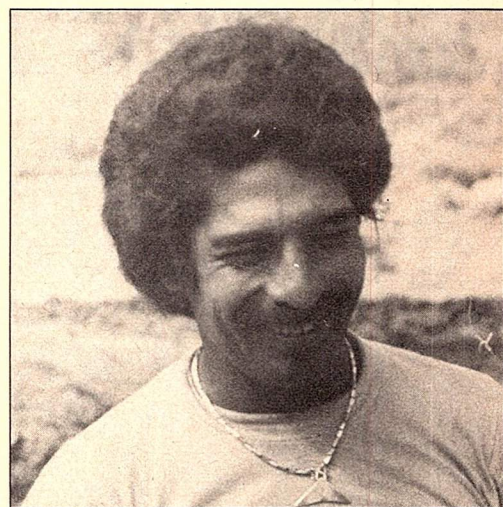
Roberto Cowan is the motocross champion of Tahiti. The popular Tahitian likes to wheelie and once was bet by a local TV station on his island that he couldn't wheelie all the way around the motocross track. He made it and holds the record at two miles. He currently races a sponsored 250 Suzuki and in 1978 was the Philippine International winner.



Joey Crisostomo is Guam's number one rider and races 125 and 250cc Suzukis sponsored by Island Cyclery, the Suzuki distributor. He is 19 years old and attends the University of Guam. He's probably looking so sad because he had to leave his girlfriend behind a few hours after this photo was taken because of a trip to Japan by invitation of Suzuki for nine months of training.

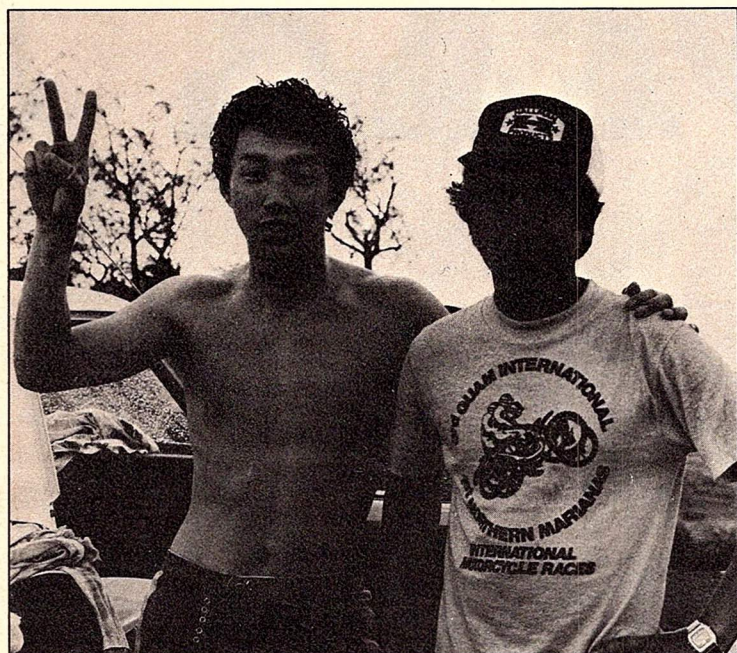


Lala and Juan (DeSoto) Pangelinan are the Yamaha distributors for the Guam area and have a thriving dealership sponsoring several of the local motocross stars. John races but he says he needs to cheat a little to make it fair. The name Pangelinan in the Marianas is like Smith or Jones in the States. For the Guam International race their dealership furnished all the foreign riders who rode for Yamaha with new machines and mechanics for the event. Nice people!

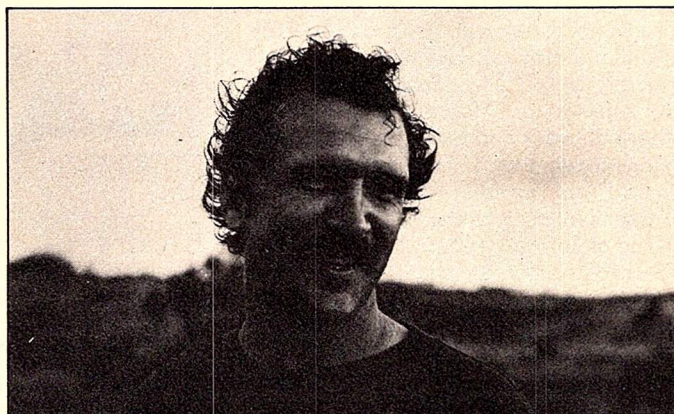


Ray Alvarez hosted the First Annual (Saipan) Northern Marianas event with the full cooperation of the Island government and business community. He is also the local hang gliding instructor and the owner of Suzuki of Saipan. Every once in a while he gets together with Henry Simpson and they give an exhibition by jumping off Suicide Cliff, an 800-foot sheer cliff, with hang gliders. Scary!

PEOPLE...



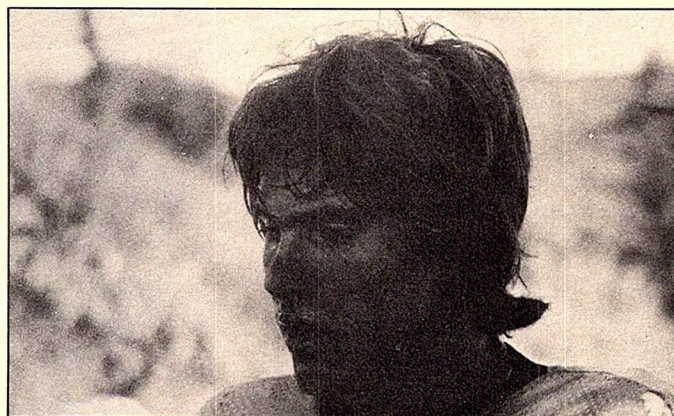
Japan's **Syozo Odagiri**, showing he got second twice in the Guam event, is currently rated number 17 in his country after only two years of racing in Senior competition. He rides for the Suzuki factory and was brought to Guam by Yasutoshi Sugaya (Hallman hat), who is the owner of SRS Sugaya and manager of the 70-member-strong Sugaya racing team. Yasutoshi is currently the carting champion in Japan and held the number one plate in small-bore motocross in the mid-'60s.



Henry Simpson is the Guam importer of Suzuki products. Nicknamed the "Animal," he races bikes, cars, hang gliders, you name it. If it is exciting, Henry has done it! He is currently the Treasurer of the Guam Motorcycle Club and the guiding force behind motocross in the Marianas Islands. He has raced motocross in Japan and competed against DeCoster while there. "Actually, I was in his way," said Henry. Henry also built the motocross track, and his house is the track office, which drives his wife, Sue, nuts. On his way to the boat dock, and in a hurry, with a load of Suzukis (for the Saipan race) strapped upright on a long pallet in the back of his Datsun mini-truck, he hit a bump and lost the pallet on the highway. Jeff Jennings, in another car, saw the six Suzukis sitting in the middle of the highway, flipped a U-turn and sped back to help. After he helped Henry load up, Jeff got a ticket for speeding from the same officer who helped load the pallet. Henry furnished and maintained all-new RMs for the foreign Suzuki riders and assisted Tripes with his Honda in the Guam event.



Champion girls. . .



Pete Gilbert of Hong Kong formerly lived and raced in Canada before moving to Hong Kong. He currently is the top motocrosser in Hong Kong and races for Suzuki. He was the 125 and Open winner in the International event held at Vigan, in the Philippines. In the Guam event he was third to Jennings and Odagiri and won the 125 event in Saipan. He and his brother Paul race wherever they are located around the world, as their father is a top executive with Eastman Kodak Corp.

...You don't step on Superman's cape

By Dick Miller

□ Daytona Speed Week is many things, but the one thing it isn't supposed to be is a motocross event. But it is in spite of itself and the probable reason is the setting itself. The spectators are **READY** for some action! Most of them have been there all week and for the most part they came to get warm! They also came to party! And if neither of the other two reasons interfered, they also came to see some motorcycle racing.

Traditionally, the star event at Daytona has been the 200-mile road race at the world-famous racing facility, but for several years now it has been the motocross event on the Saturday before that has been getting people excited and filling the stands. It is the best buy for the money because you have a doubleheader. There is the 100-mile Lightweight Road Race in the morning, which is usually the best road race of the week and as exciting as a road race can be, with the dessert being the motocross event in the afternoon. Everyone likes a good dessert after a ho-hum meal, and at Daytona they weren't disappointed.

The master of psych, Jammin' Jimmy Weinert, won Daytona convincingly by defeating Bob Hannah for the second time out of four Supercross events this year. The flamboyant Kawasaki rider wanted it more than anyone else, and rode accordingly. It is as simple as that if you get to the basics. Marty Tripes had it and didn't want it. Darrell Shultz had it and didn't want it and finally, Bob Hannah had it and didn't want it. . . and that's unusual!

Daytona Supercross used to be the showcase event which signified the start of the motocross season. It used to be the first major race of the year and the introduction of the new team lineups. The enlarged Supercross format has changed this somewhat, but for all intents and purposes, it still is.

It was at Daytona that I first saw Jim Weinert race, other than a brief appearance at Indian Dunes for an event that Kawasaki flew him out for in the early '70s. I remembered his race in Daytona because there was considerable talk about him, but not many had seen him race. He was causing controversy due to brash statements, and of course he hasn't changed all that much from then till now. Although as I recall, his debut back then was: pass everyone, fall

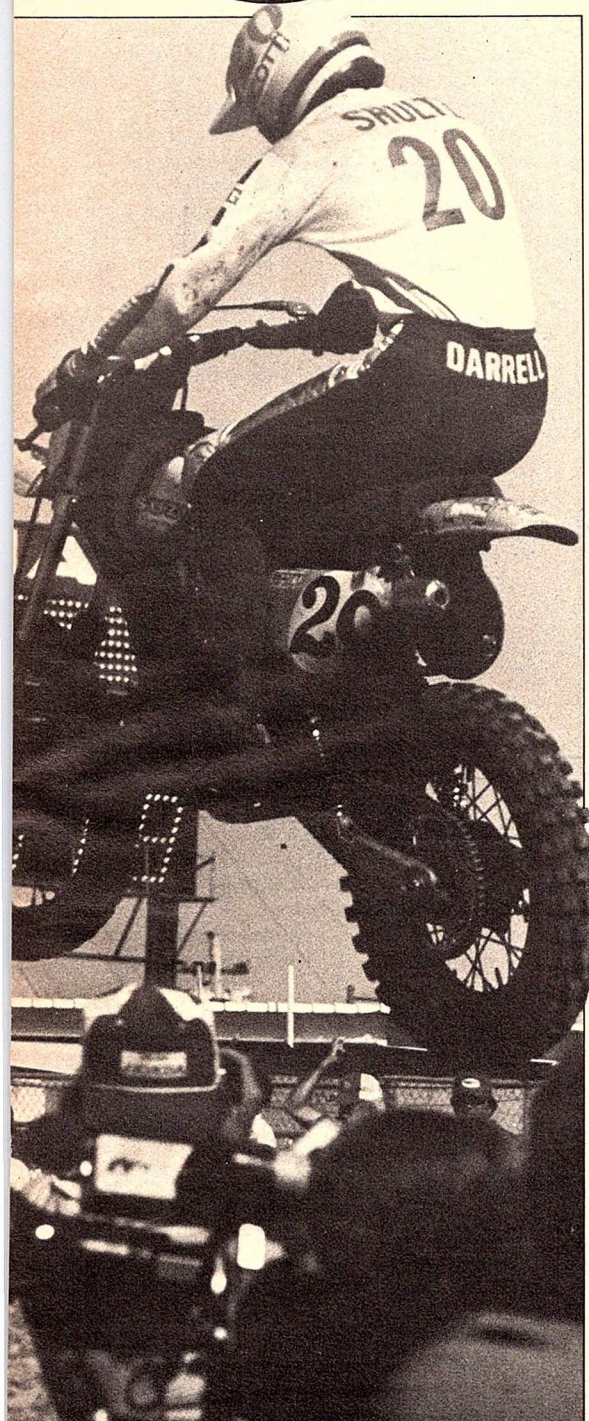
DAYTONA



Yumpin' Yimmy gave his fans their money's worth.

Suzuki's new star had a shot at the lead early in the final race but a bobble with a haybale cost him.

PERCROSS HONDA



Early leader Gary Semics has just been reeled in by Hannah and is about to be by Weinert as they all chase Tripes.



David Taylor was top privateer, finishing 13th on the LOP Yamaha.

down, pass everyone, fall down. This year he passed everyone and didn't fall down. He has heart!

At the riders' meeting before the day's racing a new starting procedure was being explained and put into effect by the AMA. The mechanics would no longer be able to stand next to their riders when the one-minute sign is displayed by the starter. Every factory mechanic has a stopwatch and in the past has held it in front of his rider's eyes, while standing next to him, until approximately ten seconds before the gate was supposed to drop. Sometimes the start line got pretty crowded with mechanics and riders mingled with one another, and sometimes a mechanic inadvertently interfered with another rider during this process and when trying to get out of the way. The AMA's answer to the problem was to keep everyone off the line except for the racers after the one-minute-to-go sign is displayed.

It seemed a reasonable solution, but of course there were the usual objections and it had to be explained several times before everyone understood. It didn't help matters that Calvin Kalicki was running his Husky up and down the pit field while everyone was trying to hear what Carroll Chandler and Butch Lee were telling them. Bob Hannah walked up during the tail end of the meeting and learned of the change, only to jump on Weinert, who was standing next to him, and ask if he was going to "let them (the AMA) get away with this shit." While Weinert and Hannah were asking each other why no one ever asks them about a rule change, John (Light Brown) Lancione conferred with Chandler and Butch and it was decided to allow the starter to move his arm and hold it out ten seconds before the final minute is up and the card turned sideways. A simple solution to replace what basically had been the mechanics' function in the first place. When the card turned sideways there was to be a minimum of five seconds before the gate was to drop and a maximum of ten. While all the team managers held watches, timing the officials, during the first start, it worked to perfection. By the end of the day everyone had accepted the new start changes with nary a complaint.

There were four qualifying heats of six laps each, and it was Honda's Steve Wise who jetted to a commanding lead in the first heat, passing Hannah shortly after the start. While Hannah led Tommy Croft and David Taylor around the fast but tricky course, Wise was

DAYTONA

looking like a possible winner. Hannah started his usual charge only to bail off as his rear wheel lost traction leading into a gulley-jump left-hand turn. Wise, now looking like a sure winner, lost it in the mud and sailed over the bars of his bright red Honda with less than a lap to go. He was able to pick it up in time to finish second as Hannah flashed by for the win.

Heat two saw a bunch of green Kawasakis being led by a yellow Suzuki with Kent Howerton at the controls. Jim Weinert followed while teammates Mickey Boone and Gaylon Mosier were fighting it out for third. A last-lap pass by Weinert relegated Howerton to second in the Kawasaki sandwich.

If heat two was mostly Kawasaki, then heat three was mostly Honda. Marty

Tripes took the holeshot, followed closely by teammate Gary Semics. Warren Reid later displaced Suzuki rider Steve Horvath to make it Hondas one, two and three, but not without a struggle from Darrell Shultz. Darrell fell and Mike Bell ran into him in the first turn after the start while both had been frantically moving through the pack to earn one of the eight transfer spots to the final. Warren fell on the final lap and was passed by Shultz, for third, only to catch the new Suzuki sensation and repass him at the finish to complete a Honda sweep for the moto. Both Bell and Shultz made the transfer after being dead last at the start.

Another Honda took the start of the fourth and final heat, piloted by Marty Smith, and he looked like the Marty of old. He held on for a wire-to-wire win, holding back his only serious challenge by Danny LaPorte on Suzuki.

The four transfer spots available in each of the two semis were led by Kawasaki's Jeff Ward and Yamaha's Rick Burgett, while Roger Brown (Honda) earned the final transfer by winning the consolation race.

The Hondas of Warren Reid and Gary Semics held off the pack through turn one for the start of the main event. Within two laps Semics had the lead, but could not pull away from the pack. It seemed everyone was going fast today. Reid had troubles on the second lap and was dropped to 11th, while Shultz was flying. First he passed Hannah and then Semics to take over the lead on the third lap, but now Tripes was making his move. As soon as Shultz had the lead from Semics, he lost it again by, as he said, "I just got careless." He had hit a haybale in a turn and "baled" back to fifth. Tripes moved past Hannah and then dogged his Honda teammate for a few laps before taking the lead. With less than a third of the race left, Tripes started to slow. He had backed it off but there was nothing visibly wrong with the bike.

Hannah and Weinert had both passed Semics and with only three laps left, Hannah overtook the slowing Tripes. With less than two laps remaining, Weinert moved around Tripes also, with virtually no resistance, and started to close on Hannah. With less than a lap to go, Weinert stuck a wheel inside the Yamaha star on a turn and stole the lead. A visibly upset Hannah held it on to the finish, but it was too late. Weinert crossed the line looking back at Hannah holding his fist in the air.

Keith McCarty and Ken Clark, Bob Hannah's mechanic and team manager, were incensed by the outcome. Hannah



The new starting procedure initiated at the Daytona event was a complete success. While referee Butch Lee turned the card down the field, Light Brown stood behind the gate puller, making sure the timing was right.

was upset because he said he didn't know Weinert was behind him and thought that "the rider" who stuck his wheel in front of him on the last lap was a backmarker playing games. When he had gotten the pit sign on the last lap he thought it said he had a ten-second lead, when in reality it said 1P, meaning first place. Keith also complained of the track being too smooth and that the location of the signal area was poor, while Kenny complained that the track was a speedway and too fast. Keith's complaint about the signal area had merit, and it was difficult to see the start/finish line from where they were. The track, which was designed by Gary Bailey, was difficult and rough, especially for the main event. One thing

is certain. Everyone lived with the same conditions and no one complained. . . before the race!

Marty Smith had teched in two bikes for the Daytona race, one of which was put together by Dave Arnold and Jon R., the two Martys' mechanics. Honda was reported to be having a handling problem when the power was dialed on coming out of a berm, but neither rider was allowed to use anything other than the "works" bike built by the factory when the final decisions were made. Whether or not this was a factor in the race no one knows, or at least they weren't talking. Tripes slowed for some reason while in the lead and it wasn't from fatigue! Also, I'm still curious as to what *backmarker* Bob Hannah thought

would dare stick a wheel under him on the final lap of any race? ☐

Daytona Supercross

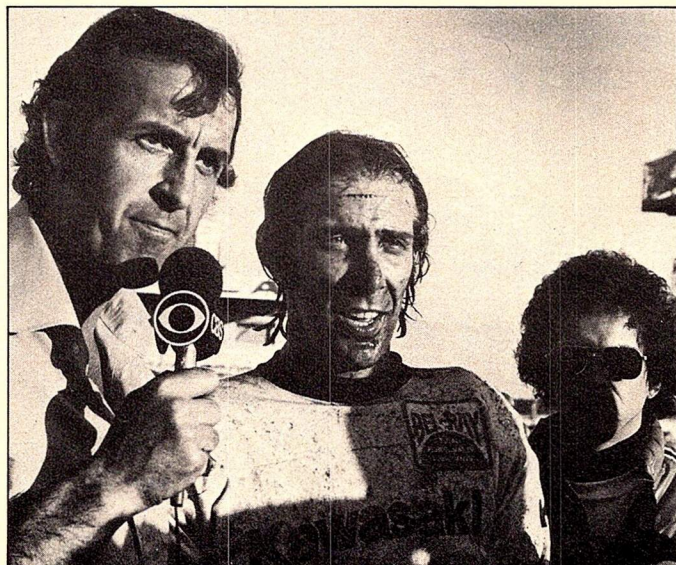
1. Jimmy Weinert Kaw
2. Bob Hannah Yam
3. Marty Tripes Hon
4. Darrell Shultz Suz
5. Danny LaPorte Suz
6. Gary Semics Hon
7. Gaylon Mosier Kaw
8. Rick Burgett Yam
9. Marty Smith Hon
10. Warren Reid Hon
11. Tony DiStefano C-A
12. Mike Bell Yam
13. David Taylor Yam
14. Scott Gillman Suz
15. Greg Theiss Yam



Marty Smith led Danny LaPorte for a wire-to-wire win in the fourth and final heat. Eight transferred from each race directly to the main.



Don Kudalski with the fedora in the background holds back an anxious flagman from going to the aid of Shultz and Bell, who fell in the first turn of their qualifying heat. They both got up to work their way through the pack to finish fourth and eighth respectively. Any outside assistance will disqualify a rider.



CBS was on hand televising the event, and hopefully you will have seen it before you read this. If not, send them a card or give 'em a jingle.

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Circle number 16 on page 71

ON THE MAINJET

(continued from page 6)

offend major advertisers. A plus for us is that all our advertising sales department people ride motorcycles in the dirt. Scott Wallenberg, our Western Sales Manager, is an excellent rider and capable of competing on the National circuit. He doesn't smoke either, but all the rest of his crew do!

It costs a lot of money to publish a magazine nowadays and our salaries are meager in comparison. Without advertising, in this day and age of high postal rates and huge printing costs, no magazine can survive, not even *National Geographic*. We are fortunate that a lot of companies want to advertise with us and are making a profit by doing so. You have to remember that in our case, it is the advertisers' only option to tell their side of the story. You can believe whomever you want, but we shouldn't deny them the right to tell it from their point of view. I often wonder why some company we have offended by our opinion doesn't use their ad to attack our credibility. They would still have to pay for it, but think about how good it would make them feel, especially if they really believe we are wrong. It'll never happen, because most companies feel that they couldn't win or have the last word, and maybe they are right. I'd sure admire them for trying. As it is, I already have more respect for a lot of our advertisers for *not* canceling because of critical editorial content, because they are apparently smart enough to realize that by not advertising they are giving us complete freedom in the magazine, with no input from them for rebuttal.

Sooo... Michael! I guess you are going to have to cancel your subscription, because I'm sure there will be some cigarette ads in the future, or beer, or whatever turns you off. I'm not so easily offended and find it easy to turn the page if it's something I don't care to read, which unfortunately I can't do with a commercial on TV. I remember a letter last year from a reader who was offended by a Navy advertisement because of war, etc. I could agree with the feelings about war, but in my case it was a Navy trauma medic in a Navy Coast Guard chopper who saved my life, when I was run down in Baja by a Mexican truck and left for dead two years ago. It is hard for me to get upset about anything they do. I'm not even offended by the Village People's new hit song, "In The Navy."

If Jody, Dennis or I didn't care for this sport we wouldn't be doing what we are doing, because it sure isn't for the money. As long as advertisers help us do what we're doing, then, it's the more the merrier... as long as I get editorial space.



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Circle number 17 on page 71

BOB HANNAH

(continued from page 43)

assumed motive was to pile it on. He is now the master of the put-down. Hangtown 1979 was a repeat of this bravado motocross massacre.

THE MONEY

Frank Zappa once wrote an album entitled *We're Only In It for the Money*. If Bob doesn't own a copy, he should. Winning is everything for Bob, and this raging passion to win gets its incentive, insiders say, from a deep psychological urge to compete, and an abiding interest in money. If you ask Bob, he'll say that if it wasn't for the money he wouldn't be doing it. Motorcycles hold no aura of mysticism for the National Champion. Riding for fun has been replaced by dollar signs. To do otherwise would be foolish.

How much money has he made? Nobody knows but Bob and the IRS. Whatever he made in 1978 will be a pittance compared to his 1979 earnings. A professional motocrosser is a billboard, and Bob is akin to a high-priced Sunset Boulevard billboard, while the rest of the riders represent just so many *Burma Shave* signs. Motocross money doesn't talk, it whispers and quite often lies. Figuring out what a rider makes is almost always impossible, and quite often overexaggerated. Reliable sources report that you don't get Hannah's name on anything for under \$10,000. Even companies with a reputation for not paying riders to wear their products, like Bell Helmets, clam up when Bob Hannah's name is mentioned. He will reach a life-time earning figure in the \$1,000,000 range by 1980.

POPULARITY'S EBB AND FLOW

Bob Hannah was the MOTOCROSS ACTION *Rider of the Year* in 1977. Bob had just won the 125 National Championship in 1976 from former *Rider of the Year* winner Marty Smith. Because Hannah smote Smith he was a shoe-in victor of the readers' poll. In 1978 the tables turned and Smith smote Hannah, and Marty's 500cc National Championship made him the most popular rider in America. Hannah was in a slump in 1977 both with his machines and with his public image.

Hannah was able to pull out the Supercross Championship, but couldn't attach a National Championship to his credit that year. Whether the fans are fickle or Hannah's highly publicized tantrums with spectators and autograph seekers really hurt him is unknown, but Bob barely made the top five in the poll.

Last year started out again with several publicized incidents of Hannah being, reportedly, rude to fans. Incidents like these happen all the time,

because a rider must do his job and prepare for it in the open. He is under a constant barrage of requests, and his patience can often wear thin. If it wears through in the presence of the wrong people it becomes a major incident.

But Hannah, under gentle arm-twisting and corporate pressure, began to turn that image around. He made himself as accessible to fans as possible, and he found that as a major star he could even indulge the adoring crowds on occasion. Hannah has been known to stand in the back of the Yamaha truck and toss Scott goggles and JT gloves to the masses. He gives the jerseys and

trophies of each race day away. Hannah has loosened up with the madding crowds, and has been rewarded by their support. Skeptics always abound, whenever a rider is winning, and Hannah has as many people who despise his success as those who revel in it. But one thing is for sure. Anyone who has seen him ride can't help but be impressed.

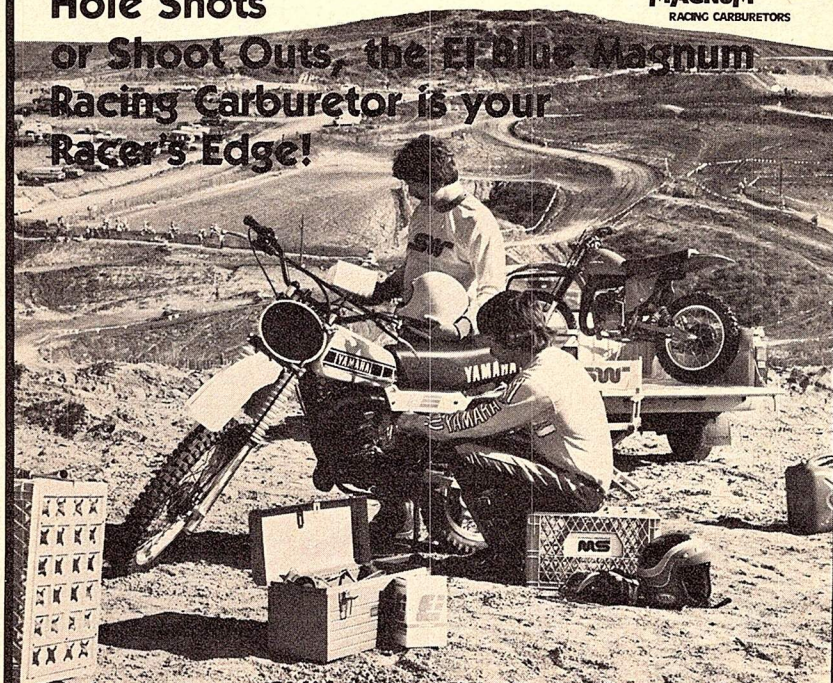
THE RIDERS RUMINATE

Hannah chooses his friends from out of the ranks of privateers. In the early days his best friend was Eddie Cole, who was later replaced by John Savitski.

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Circle number 18 on page 71

Because Hannah's mechanic, Keith McCarty, and Savitski's ace wrench, Bevo Forte, are the best of friends, this has been a lasting friendship. Known to the pit rail-birds as the Bobbsey Twins, Hannah and Savitski are inseparable, except by the economic and skill barriers that force the haves apart from the have-nots.

Marty Tripes, at first a scoffer, is now a friend of Hannah's, but when it comes to the big-time, very few of the top-runners associate with or admit to liking Hannah. Perhaps it is professional jealousy.

Tops on Hannah's potential hate list are Marty Smith and Jim Weinert. These were the two riders who were on top

when rookie Bob Hannah first arrived. Marty never acknowledged Hannah's presence, and never admitted that he had been beaten. To Marty Smith, Hannah's early success came only because of Marty's misfortunes. Jimmy Weinert is the most unusual person in motocross. Everybody likes Jimmy, but nobody would say it out loud. The guy is a genuine eccentric with a mixed bag of psych, jokes, delusions and hogwash. Depending on what he is up to at the moment, he can be as charming as a cobra or as venomous as a stand-up comic. In the world of wit, everyone takes second place to Weinert, and Hannah doesn't like to be second to anyone. He avoids Weinert.

PSYCHOLOGICALLY FIT

Bob Hannah is the hottest thing to hit American motocross ever. In a world of hot flashes, that is something! Ake Jonsson raked in a Trans-AMA in a stupendous sweep, Pierre Karsmakers nailed down the American forces for a couple of years, Tony D. and Gary Jones scooped up triple 250 crowns, Marty Smith climbed to a pinnacle that few have ever achieved in terms of victories and fame, but Hannah has topped them all.



A universal moment of stardom is autograph signing.

His drive to win at all costs, to fill his bank account to the max, to keep his opponents on edge and aloof, to surround himself with enthusiastic yes-men, to make hay while the sun is out; all of these are things that fantasies are made up of. Hannah has the juice. Rock stardom is the only teenage daydream to compete with the Hurricane's social setting.

When the police began patrolling the desert fringes near his Lancaster, California, home, making it difficult for him to drive his \$30,000 Ferrari at full speed or to take his four-wheel-drive truck and dune buggy off the road at random, he moved. The fancy winter ski resorts and new territory beckoned, and Hannah answered. He has the power to make nobodies feel like somebody by nodding to them. To snub a person with a cold stare, or to insult at will, without fear of sanction. Inside the protective cocoon of victory Bob Hannah is living out a dream-oriented existence. There is no end to his power, as long as he is winning!

Winning is the key to his existence. He is little more than a victory machine. He must win or succumb to the superior wit of Weinert, the good looks and charm of Marty Smith, the boyish energy of Darrell Shultz, the European sophistication of DeCoster. At all costs he must win, and he is doing it!

Bob Hannah is on a new plateau. His speed, wealth, fame and determination are ahead of those of his contemporaries. There is no doubt that in 1978 Bob Hannah was The Rider of The Year. □

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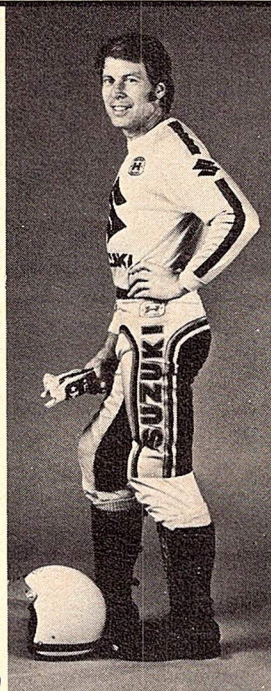
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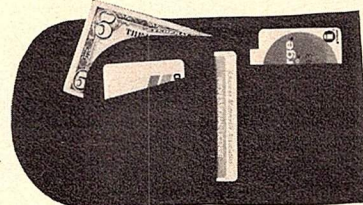
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HOW TO CLAIM

(continued from page 53)

motocross. If they refused to race, then there would be no need for team managers, mechanics or racing departments. They in fact would have phased themselves out of work. If Yamaha refused to race, which would mean that points leader Bob Hannah wouldn't show up, do you think that Suzuki could resist showing up and winning? Since all their ad copy rounds with how well their stock bikes perform, wouldn't it be interesting to see the champs on stock RMs, YZs and CRs dicing it out with the poor stock-mounted privateers they have been whipping. The same guys would win, after all they were hired because they are the best, but maybe it would be better.

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(continued on page 72)

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 No 2
- 4) **IF YES, HOW MANY?**
- 5) **WHAT MAKE (S) DO YOU OWN?**
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 Yamaha 2
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 Kawasaki 4
 Buell 5
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 Ossa 7
 Maico 8
 Triumph 9
 Can-Am 10
 Harley-Davidson 11
 Rokon 12
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 Penton/KTM 14
 Husqvarna 15
 Other 16
- 6) **WHAT TYPE OF BIKE (S) DO YOU OWN?**
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 Trials 4
 Flat-track 5
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- 7) **IF YOU COMPETE, WHICH TYPE?**
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C. New bike tests	2nd _____
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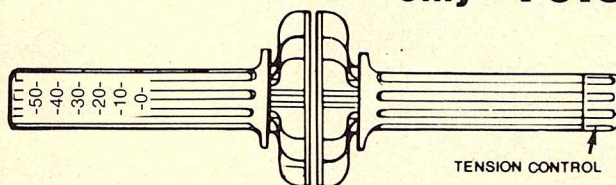
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image and product identification. Development work probably accounts for less than all of these other reasons as an excuse for racing.

If the AMA had not knuckled under to the Japanese manufacturers, the claiming rule would still be in effect, the factories would still be racing, and the stars would still be winning. As it is, the claiming rule is no longer in effect, the factories are still racing, the stars are still winning, and no one is worse off, except the privateers and the tarnished image of the AMA.

WHAT NEEDS TO BE DONE

There is no solution to spineless organizational decisions. The claiming rule was an anachronism that might be better off cancelled. The poor ethics of the major manufacturers and lily-livered AMA image are by-products of that anachronism. ☐

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NORTH PACIFIC (continued from page 61)

competition, either. Half-way through the moto Rick tried it a couple of times and barely made it, and reluctantly let Jeff go. I had told all three U.S. riders that they were not to take unnecessary chances, and Rick felt this was one of those circumstances. Also, Jeff was the only one of the three who did not have a solid factory contract and he had more to prove than the others. Jeff went on to dominate both motos in the Open class, and was the top winner of the day by taking the 125 and Open class wins, winning every moto he raced.

For the riders who didn't have other commitments, there was the race on Saipan the following weekend. John DeSoto had to be back for work and had to leave that night. He didn't realize that he was going to have such a good time, and in an interview in one of the local papers commented on the hospitality of the people.

Preston and his wife Mary had arrived Sunday morning, in time to catch the motocross event. There was a scheduled trail ride on Monday for all the participants of the weekend, led by Henry Simpson. Preston managed to break the knuckle on his left hand by falling off his bike... at speed. He didn't bother telling anyone about it until after we were back. It was a spectacular trail ride, taking us to the highest point on the Island, Mt. Lamlam, which is 1329 feet high. However, if you consider how deep the ocean is off the bottom of Lamlam, then it is the tallest mountain in the world. The off-shore Marianas Trench is over seven miles deep. Later we rode into a jungle of bamboo and then hiked up to a large waterfall with a natural swimming pool. It was like something you see in a travel brochure! The Japanese consider Guam a second Hawaii. It was not what we expected!

Not to be outdone by Preston, I broke my toe playing volleyball on a small off-shore island. Who'd think they would plant a rock in the sand of a volleyball court? I took my Scuba gear along because Ken Clark of Team Yamaha had told me how good the diving is in Guam. John Pangelinan took us out on his boat and Marty and Rick had such a good time that they went out the following day and made the front page of the *Pacific Daily News*. It seems someone saw them go into the water outside the reef near the Hilton Hotel and didn't notice that they were carrying Scuba gear, and called for help. They were with two experienced divers from the Island and had no idea that anyone was looking for them until they climbed over the reef and out of the water to find a helicopter hovering over them and TV and newspaper people. When the media people found out who

they were and why they were on the Island, they decided to do a sports interview instead. Honda or Yamaha couldn't have planned a better publicity stunt!

On Thursday morning we all left for Saipan, a couple of islands and 200 miles north in the Marianas chain. It is half the size of Guam, being about 15 miles long and half as wide. While Guam is a U.S. territory and its people are U.S. citizens, Saipan is a new commonwealth of the U.S., a change from being a Trust Territory. Saipan is more primitive than Guam and still shows the remnants of the bitter battles of WW II. Its 15,000 population vs. Guam's 110,000 makes it seem like a vacation retreat, which is exactly what it is. Large numbers of Japanese tourists flock to both islands, but in Saipan there are memorials everywhere as reminders of what happened years ago. Rusting hulls of war ships and tanks litter the crystal-blue waters, and everywhere there are camouflaged bunkers looking like they were used only days ago.

Ray Alvarez, with the help of Henry Simpson, was trying to establish motocross on Saipan. The bikes used in the Guam race were shipped during the week to Saipan, and then all the riders from the Guam race who were able to stay over were flown to Saipan and put up in beachfront hotels, all expenses paid.

Virtually the same format for the races in Guam was used on Saipan, and the main difference was that three months prior to their race there was no motocross track. A major problem developed during the day due to dust and a water truck that could hardly get out of its own way. With Jeff Jennings racing the 250 event, the 125 class was dominated by the Hong Kong rider, Peter Gilbert, on a Suzuki. Marty Tripes dominated the 250 first moto after a challenge by Jennings and then backed off because of the dust near the end. It was the only moto during the two weekends of racing where all three U.S. riders were competing against each other. With Tripes deciding not to race in the second moto, it was Jeff Jennings over Burgett for the overall. Rick also raced the Open class and battled briefly with Guam rider Joey Crisostomo, and then wrapped up the Open class overall by winning both motos.

The Saipan race had a good technical track but was marred by the dust factor. Despite the handicap of having no utilities and such little time for preparation, the First Annual Northern Marianas Motorcycle Races were a remarkable effort. Between motos the spectators were treated to a hang gliding exhibition by one of the Island's Congressmen, who, each time, was supposed to land on the top part of the motocross track where most of the

spectators were, but would miss and sail off into the jungles below, not to be seen for a couple of hours. He was bruised and exhausted by the end of the day but he never quit.Hafa Adai. □

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500cc

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SAIPAN — FIRST ANNUAL NORTHERN MARIANAS M/C RACES

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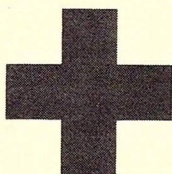
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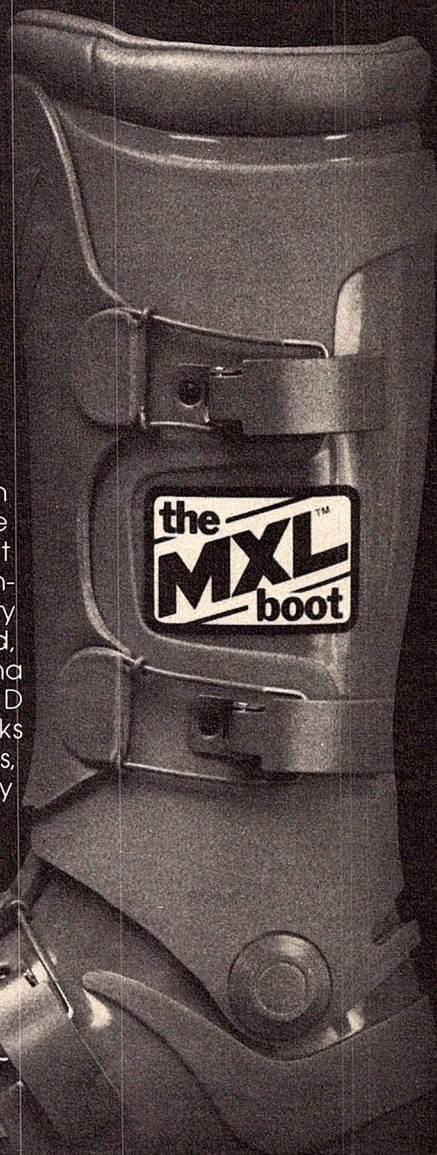


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Circle number 25 on page 71

Paper Training



Ake Jonsson's *The Technique of Motocross* is considered the motocrosser's bible. If you've read it once, read it again; if not at all, you're missing out on one of the finest books on the sport ever written. Czech it out.

□ Every inquiring mind needs a source book to work from, and the motocrosser is no different. But the state of the sport is such that few lasting works exist. The greatest of the motocross books is Ake Jonsson's *The Techniques of Motocross*. Ake Jonsson was a force to be reckoned with in the late '60s and early '70s. Although he never achieved World Championship laurels for his mantle, Ake was an imposing threat. But more than a hard-charger or iron man, Ake was a thinker, and his thoughts are available in a rare 1974 paperback. Surprisingly, nothing in Jonsson's *Techniques of Motocross* is dated. It is a

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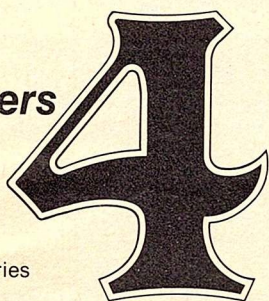
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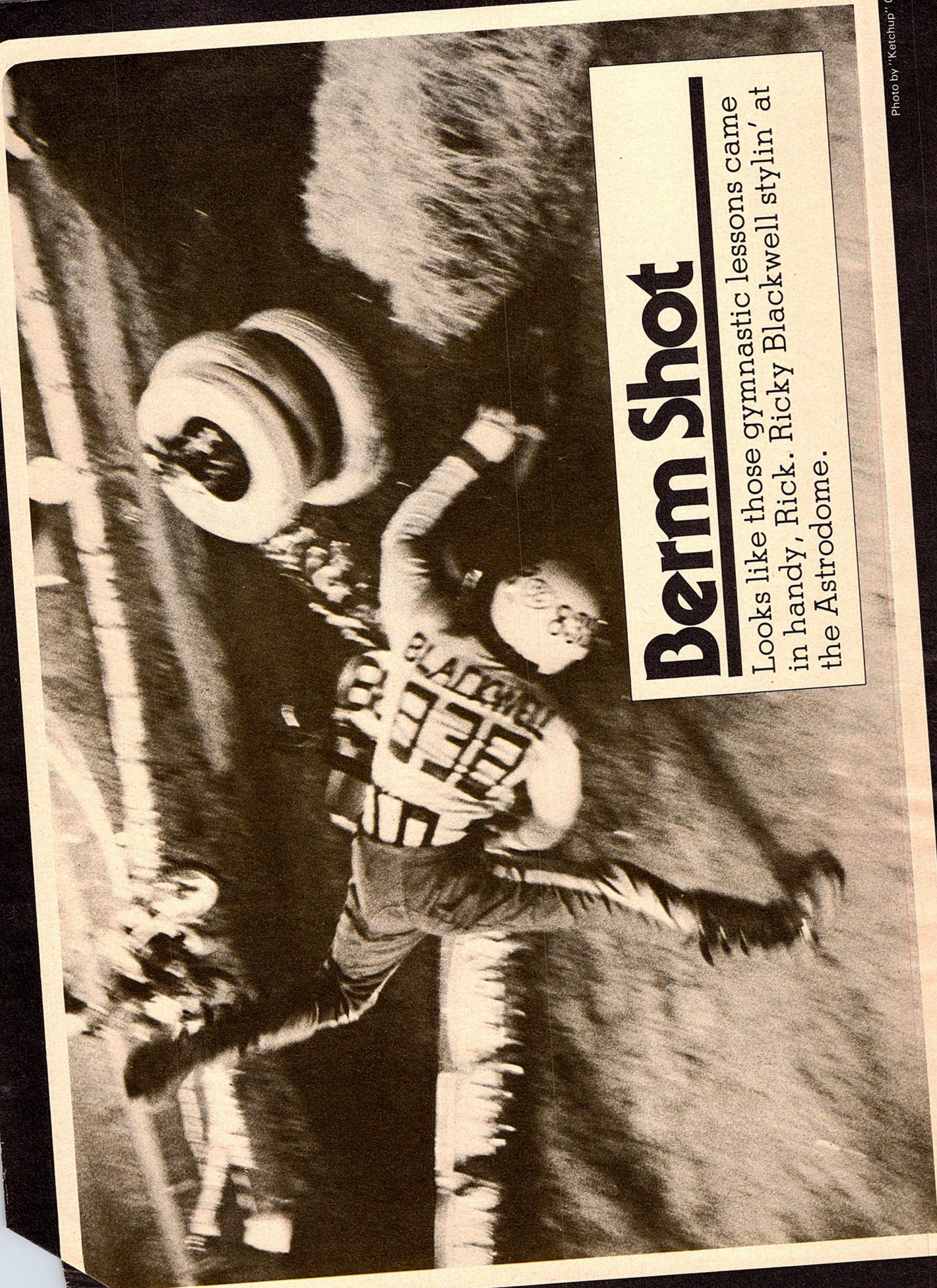
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Berm Shot

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Photo by "Ketchup" Cox

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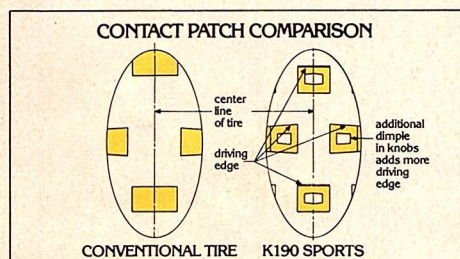
There's Dunlop K190, K88, and K88HT... three championship knobbies... each engineered with a tread design and compound to conquer specific types of terrain.

For fast getaways and control on straightaways, turns and jumps, you need tires with deep biting edges and sure grip... no matter what the riding conditions or terrain.

Dunlop - whose tires powered motorcycles to more firsts, seconds, and thirds than any other tire brand in the 1978 Nationals (125, 250 and 500CC), CMC Golden State Series, Supercross Series, Trans-A.M.A. and U.S. Grand Prix Events - has designed not one, but three Motocross and Enduro tires.

K190: The all-purpose tire

The key to the K190's all-around performance is a unique tread design that features small, rectangular "dimples" molded into each tread block. This gives you eight biting edges on every knob instead of four, providing traction in sand, mud or "blue groove."



Add the flexible, resilient compound, big reinforced shoulder blocks and a rim saver that protects against rocks and stones, and you have the best all-around Motocross / Enduro tire value available. When you price it, you'll buy it - no matter what size you need, from mini-motocross to open class.

K88: The ultimate soft terrain tire.

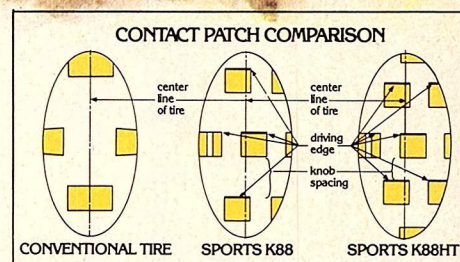
As with other Dunlop motorcycle tires, the success of K88, particularly in competitions where soft conditions prevail, can be attributed to its design.

While there are five knobs in each row, as in a traditional tread pattern,

the knobs have been offset. This alignment, pioneered by Dunlop, allows each knob to dig into the terrain following a slightly different line than the one preceding it. This, combined with a harder compound, puts more traction edges in contact with the earth per tire revolution. And, the knobs are spaced to clear mud and loose ground from the tread.

K88HT: Specially designed for hard terrain. For "blue groove" surfaces, you need even more rubber in contact with the ground than for medium-to-soft conditions. The Dunlop K88HT is your tire.

Featuring a wider profile, the K88HT also uses an offset knob arrangement. However, the knobs are placed much closer together than those in the K88, to give even more contact needed for hard terrain. And the compound is softer than the K88. This combination results in more driving edges and rubber-to-ground contact necessary for the unyielding conditions of hard terrain.



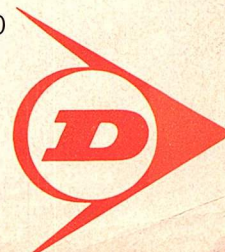
The shoulder knobs were strengthened by adding more rubber, to help prevent knob rollover when cornering on "blue groove".

The Dunlop K190, K88 and K88HT - three first-class knobbies - proven winners in Motocross and Enduro events around the world. One of them is your ticket to winning.

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Since you take enough lumps on your bike, we took some of the lumps out of the truck, with road-leveling ball joints, torsion bars and rear leaf springs. And you don't pay a penny extra for 4-speed stick, power-assist front disc brakes and white sidewall tires. You're tough on a truck, but we're even tougher. We test every Datsun ten ways. We make sure the quality is built in. That's because these trucks are built by the world-wide Nissan Motor Company, Ltd. — whose name stands for quality. See the new Datsun trucks at your Datsun dealer now. Every one is built to work hard and play hard. But their main job is to last.

21 EPA ESTIMATED MPG
30 EPA ESTIMATED HIGHWAY

*Except California where mileage will be lower. Standard 4-speed. Use these numbers for comparisons. Actual mpg may differ depending on speed, trip length, and weather. Actual highway mpg will probably be lower than EPA highway estimate.

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